GREAT MODEL SHIPBUILDING TECHNIQUE p.46

Zvezda's 1/48 scale Yak-3 reviewed – p.52

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10 pages packed with products! p.12

BUILD A RESIN KIT

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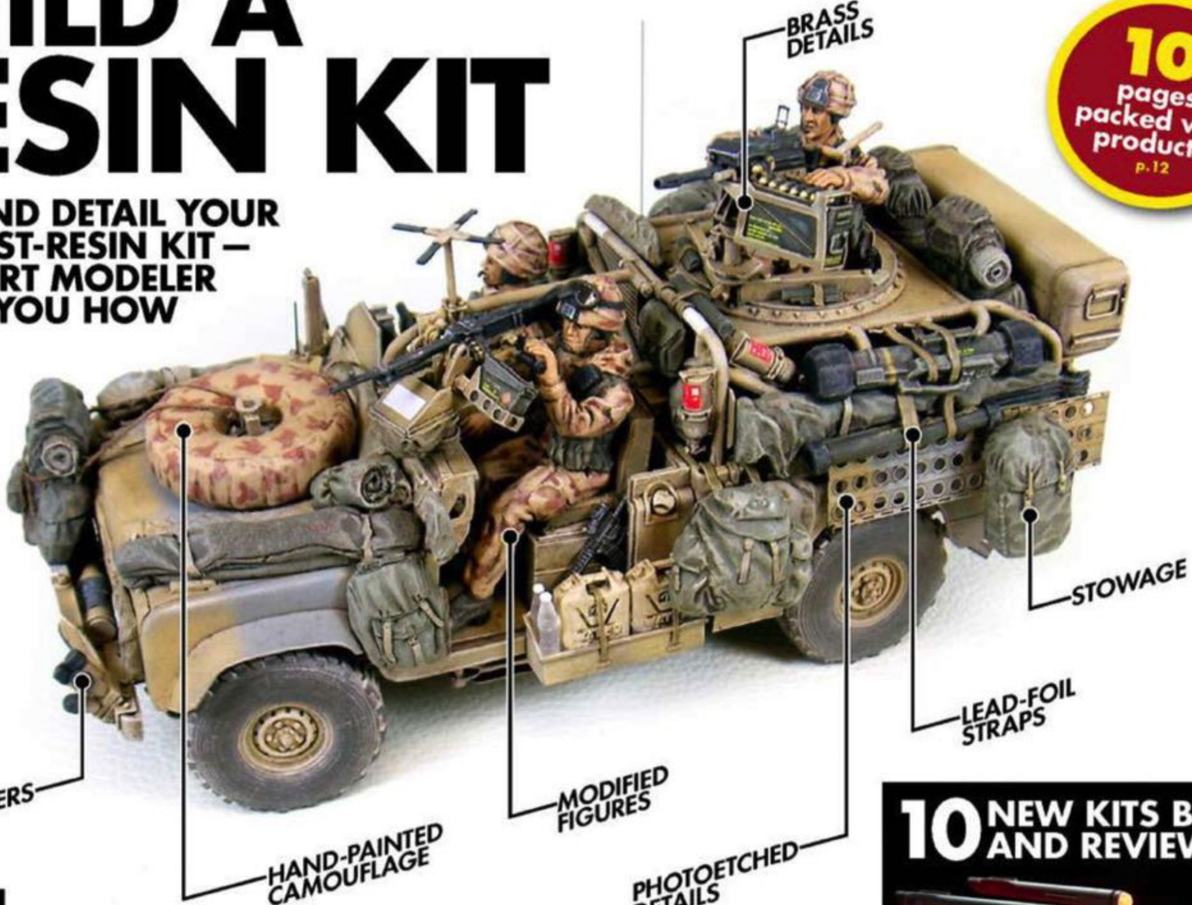
See Jim Wechsler's 1/35 scale British SAS Land Rover Defender 110 DPV on page 24.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BONUS ONLINE CONTENT CODE PAGE 5

Vol. 31 • Issue 7

TIRAN 5

ISRAELI TANK TIRAN 5

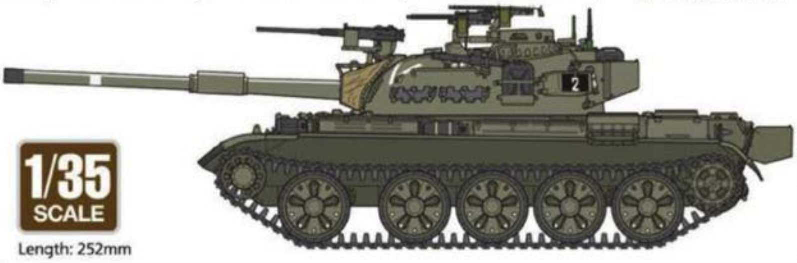
From Foe to Friend

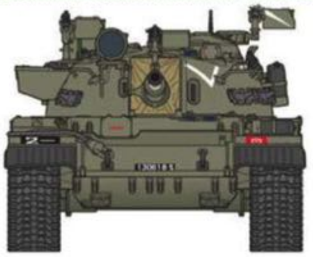
1/35 Military Miniature Series ISRAELI TANK TIRAN 5 (Item 35328)

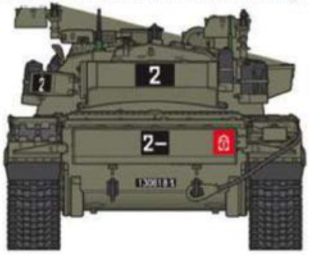
Instrumental in turning back the Egyptian Army's offensive during the October 1973 Yom Kippur War, the Israeli Tiran 5 – named for the Straits of Tiran - was actually a modified version of T-55s captured in earlier conflicts with Arab nations. In addition to a new name, many of the Tiran 5s also received extensive modifications: a 105mm gun in place of the T-55's original gun, an M2 heavy machine gun on top of the gun mantlet, plus commander and loader machine guns, to name but a few. It proved a highly effective and long-serving vehicle, finally retiring from frontline action in the 1980s but continuing to serve in training exercises and also abroad, including in the Lebanese Civil War. This tank with an interesting history now joins the Tamiya 1/35 scale Military Miniatures line-up.

★Israeli-added machine guns are depicted in fine detail. ★Storage baskets on rear of the turret and hull are faithfully recreated.

★This excellent scale replica features the 105mm main gun and machine guns added to the turret. ★Faithfully recreates unique Tiran 5 details, such as water tanks and turret-side storage box installed to aid with identification of friendly forces. ★Torso figures for commander and loader (2 total) included. ★Contains decals to recreate white identification bands and unit markings.







1/35 SCALE

Length: 252mm

The Tiran 5 s Tamiya 1/35 Scale Stablemates

How about displaying the Tiran 5 with the other examples of Israeli tanks in the 1/35 scale Military Miniatures series? The series also features the M51 with 105mm gun, M1 Super Sherman with 76mm gun, and the Merkava Main Battle Tank, which was Israel's first domestically-produced tank.

Israeli Tank M1 Super Sherman (Item 35322)

Israeli Tank M51 (Item 35323)

Israeli Merkava Main Battle Tank (Item 35127)

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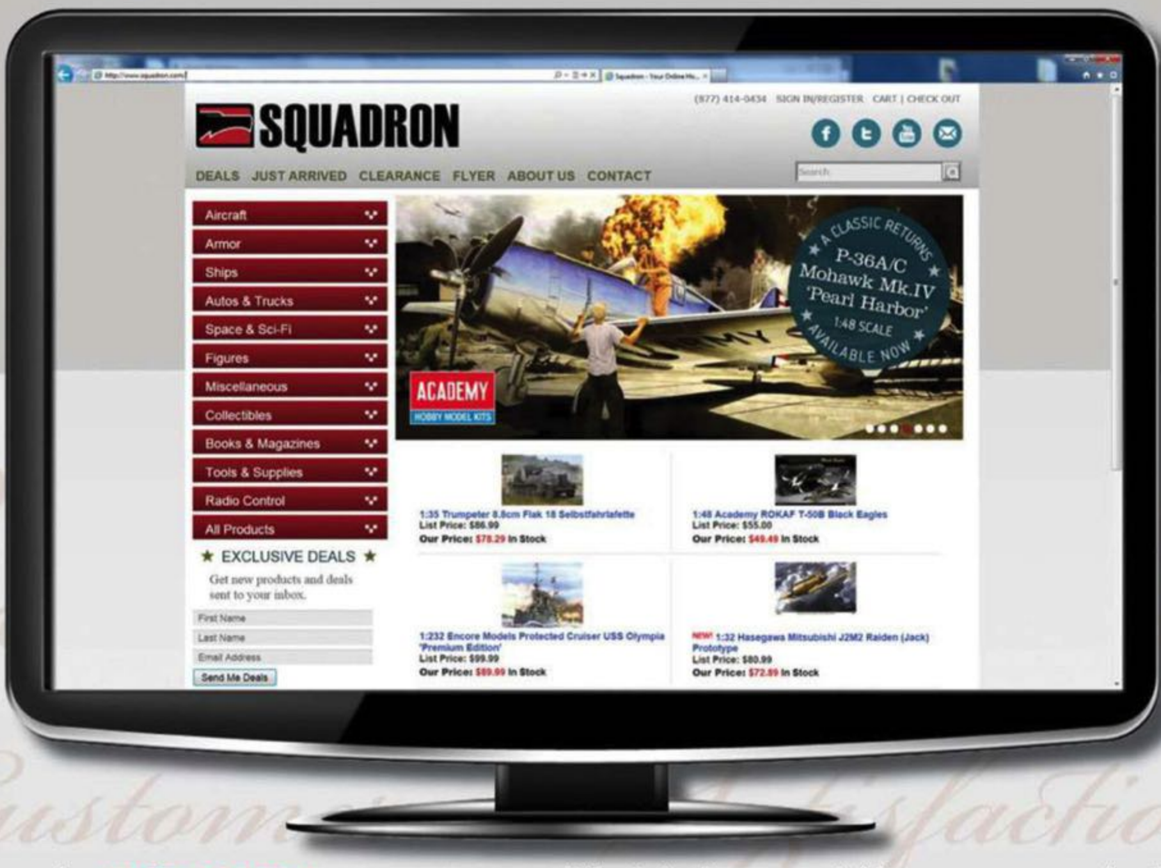
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On the Cover

That crafty Jim Wechsler is up to his usual standard of making the most of any model. This time, he meets the challenges of a resin kit to show the British Special Air Service on desert patrol.

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Editor's Page

By Matthew Usher

Extra Special Air Service

WELCOME TO the September issue! One of my favorite pieces in this issue is also our cover story, Jim Wechsler's fantastic 1/35 scale British Special Air Service (SAS) Land Rover Defender 110 Desert Patrol Vehicle. With great step-by-step photos, Jim covers the ins and outs of building Accurate Armour's all-resin vehicle. He doesn't stop there, however. Jim loads the vehicle with piles of beautifully detailed equipment, then crews it with three fantastically finished figures. It's a great story on an equally great model.

JIM COVERS THE INS AND OUTS OF BUILDING ACCURATE ARMOUR'S ALL-RESIN VEHICLE

Thanks, Terry. Terry D. Thompson, our publisher since 2005, has moved to one of the world's premier model-railroading companies, Wm. K. Walthers, Inc. Terry has a great passion for railroads (past and present), as well as a stunning model railroad in his basement, so while we're sorry to see him go, he's undoubtedly the best man for the job. All of us at *FSM* wish him the best.

When we ask what you want, you let us know! The response to our "Most Wanted Kit" survey was overwhelming. More than *25,000* of you sent us your picks for what you'd most like to see as an all-new kit, and we're still busy totaling up the giant pile of results. We'll have a complete list of your most wanted subjects in our November issue. Over the years, many of your picks have appeared as all-new kits on hobby-shop shelves. We're just as excited as you are to see what subjects top this round of results.

Speaking of what you'd like to see, please note that my e-mail address is at the bottom of this column. All of us want to make sure we're delivering everything you want with each issue, so please don't hesitate to send your thoughts and suggestions about what we're covering or what you'd like to see.

MATTHEW USHER

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GENERAL

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Scale Talk

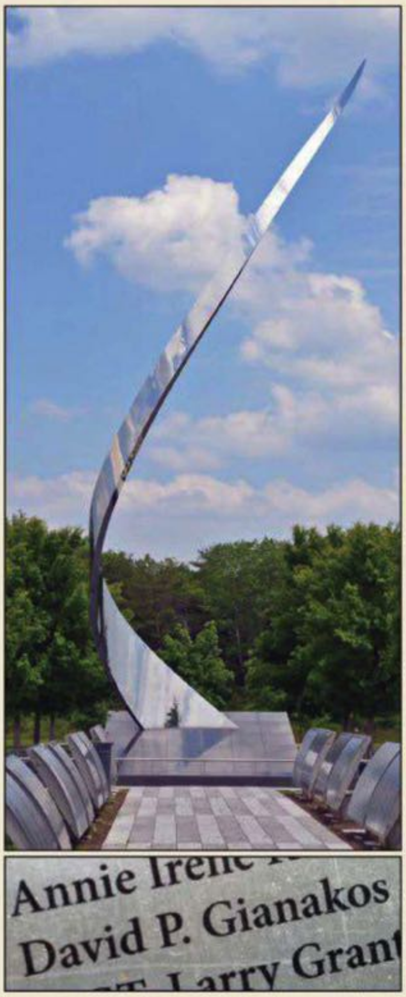
Your voice in *FSM*

FSM author honored

For 19 years, I've had the pleasure of working with the wonderful people at the Smithsonian National Air and Space Museum (NASM). Besides three space models — a 1/34 scale Saturn V and launch umbilical tower, 1/48 scale Soviet N-1 moon rocket, and 1/24 scale Navaho winged nuclear missile — I was also a member of the 2009 restoration team working on the Lunar Module 2 (LM-2), which was never launched into space. I spent a week working on the LM-2 and loved every minute.

Recently, I discovered that the curators at NASM submitted my name for inclusion on the Wall of Honor outside the Steven F. Udvar-Hazy Center in Chantilly, Va., with regard to my work that has been displayed there and my contributions over the years. It has been a total honor and thrill for me to be associated with the museum.

- David Gianakos
Littleton, Colo.



The stainless steel plaques that line the walk up to the front doors of the museum end with a smaller version of the USAF memorial monument: a stylistic spiraling smoke plume climbing high into the air.

Happy new reader

I just received my first issue of *FSM* and want to say that I'm very pleased with it. I'm just now getting into military models; after building auto kits for 40 years, I was getting burnt out. *FSM* has gotten me back into kits. Modeling also has given me a way to deal with arthritis by exercising my hands. Thank you for a great magazine and very helpful, informative articles.

- Timothy Peeler
Loudon, Tenn.

Props for 'New Product Rundown'

Kudos to Monica and Aaron for the "New Product Rundown" video reviews. I love the outtakes. I remember when Monica started at *FSM*. Back then, modeling was a male-dominated hobby.

I've been retired for two years, and I'm downsizing — I've been collecting rather than building. I've sold 500 kits and probably given away another 300. That leaves me with my apartment storage closet filled from floor to ceiling with models.

I decided to go with the *FSM* 25-Year DVD-ROM, which will leave me with pristine magazines.

Keep up the good work; I devoured the May issue in less than half a day!

-Terry Gibbons
Calgary, Alberta, Canada

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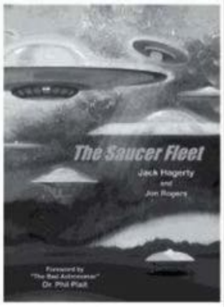
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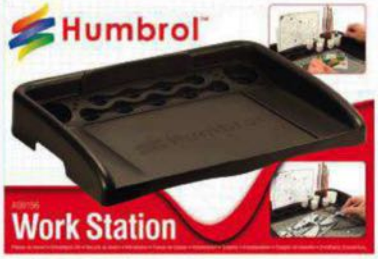
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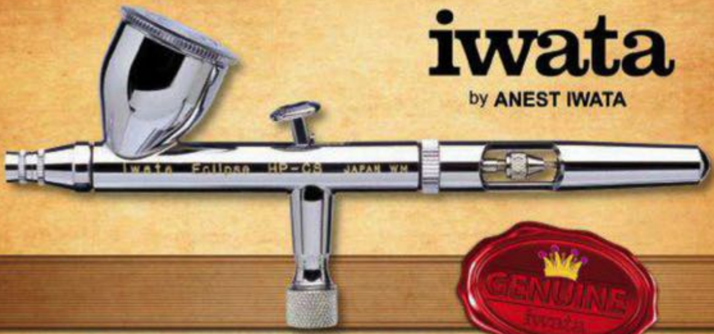
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"Willie and Joe" in 1/35 scale
Meet Nate Jones, whose 1/35 scale vignettes based on Bill Mauldin's World War II cartoons were featured in the July 2013 *FSM*.

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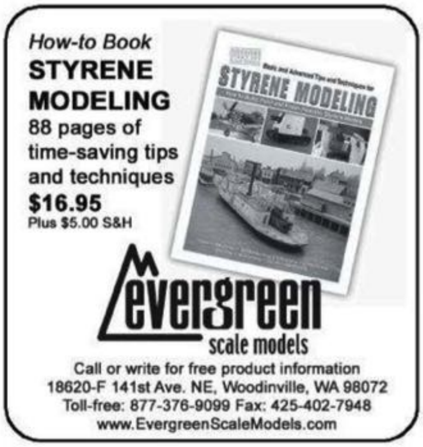
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Spotlight

Compiled by Aaron Skinner

Heinkel
He 219 A-0
Uhu
ハインケル He 219 A-0 ウーフー
SWS
1/32
ZOUKEI-MURA INC. PRESENTS
SUPER WING SERIES No.6

Really big Uhu from Zoukei-Mura

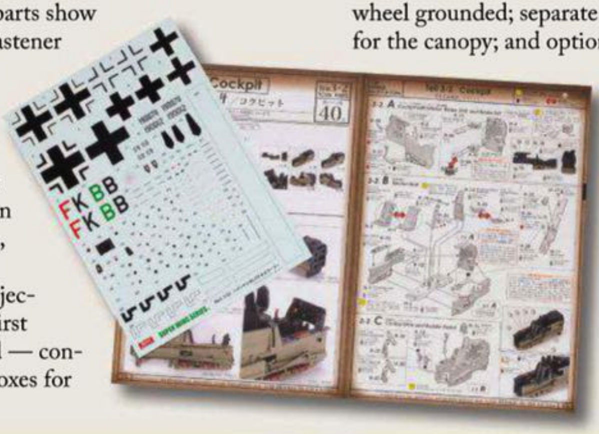
German night fighter detailed inside and out in new kit

A revolutionary aircraft in many respects, Heinkel's He 219 arrived in too-few numbers to stem the Allied bombing campaign in World War II. But that hasn't stopped modelers from wanting to build it, and manufacturers have obliged over the years with kits in several scales.

Zoukei-Mura comes to the table with a 1/32 scale *tour de force* of plastic (kit No. SWS-6). As with its previous kits, Zoukei-Mura's big Uhu should prove educational as well as fun.

Molded in gray plastic, the parts show sharp recessed panel-line and fastener detail. There's a lot of plastic in the box — almost 500 parts — and it doesn't appear too many details were left out. Two Daimler-Benz 603E V-12 engines are included, right down to plumbing, ignition harnesses, and even the pistons.

The two-place cockpit has ejection seats — the Uhu was the first operational aircraft so equipped — controls, panels, and all the radar boxes for the back-seater.



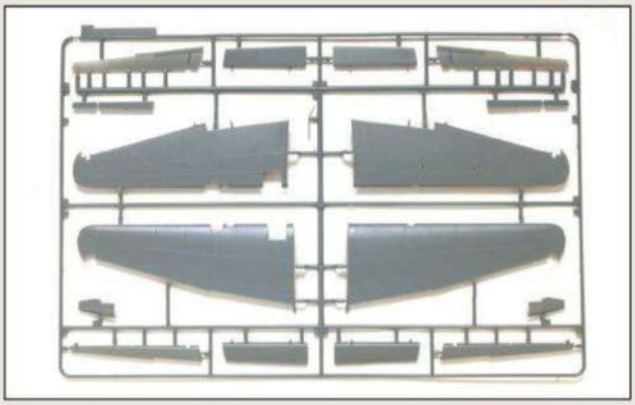
There are complete bays for the ventral and wing guns as well as the dorsal, upward-firing *Shräge Musik* 30mm cannons.

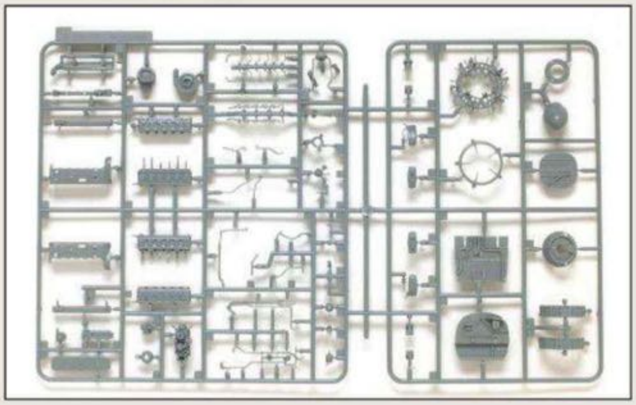
Other features include: detailed wing structure; a diecast-metal block designed to fit in a fuel tank and keep the nose wheel grounded; separate control surfaces; posable flaps; masks for the canopy; and optional tail cones, antennas, cowl flaps, and metal landing-gear legs.

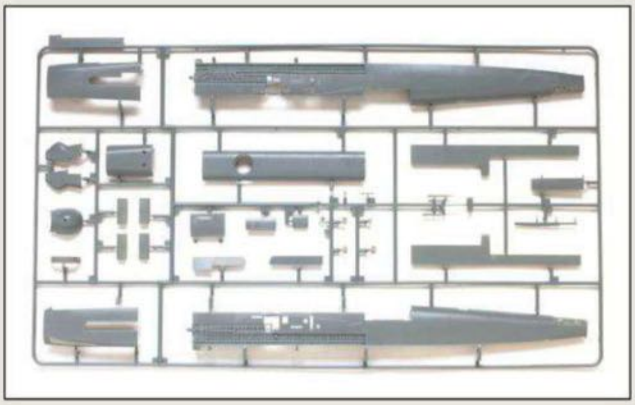
The 48-page instruction book has clear drawings for construction, color callouts, photos of completed subassemblies, and a lot of historical facts and details so modelers will learn as they build.

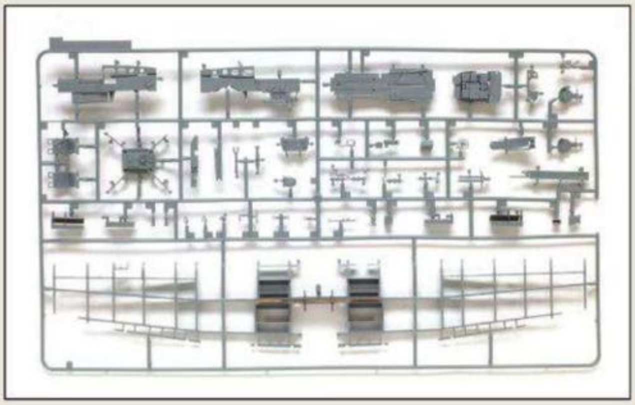
Cartograf-printed decals provide markings for two He 219A-0s in mottled night-fighter camouflage.

Zoukei-Mura's He 219 is available from Volks USA, 310-782-8324, www.volksusa.com, for $191.

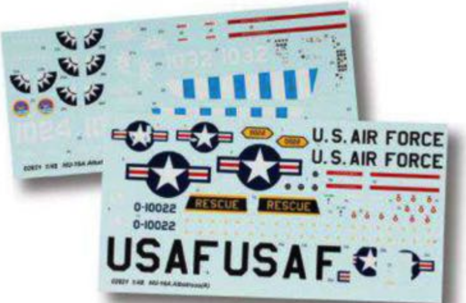








Trumpeter tackles Grumman Albatross in 1/48 scale

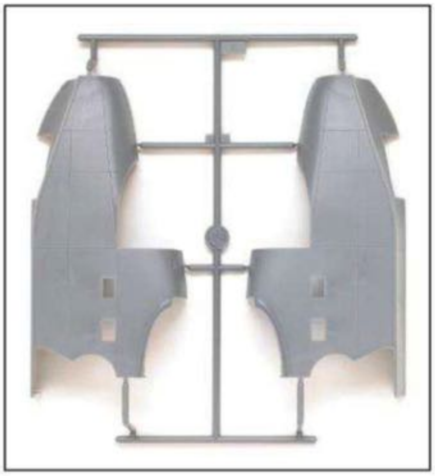


Designed for open-ocean operation and used primarily for air-sea rescue, the Grumman HU-16 first flew in 1947. The last aircraft was retired by the Greek navy in 1995. The capable flying boat continues to be flown by private owners today.

Trumpeter's kit of the early short-wing HU-16A (No. 02824) marks the first injection-molded model of the Albatross in 1/48 scale. And a comprehensive kit it is!

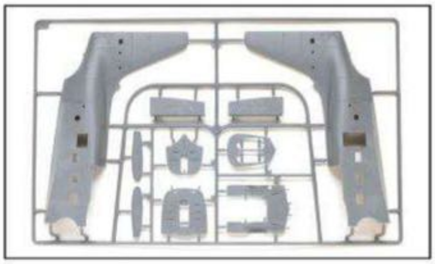
There is a ton of detail inside: landing gear bays with structural framing and plumbing; a cockpit with seats, photoetched-metal harnesses, instrument panel, and control yokes; racks of radio or navigational equipment; and even photoetched-metal stretchers.

The engines are terrific. All of the control surfaces are separate, including the trim tabs. The kit includes optional metal or plastic gear legs. The gray plastic parts exhibit the kind of detail we've come to expect from Trumpeter with fine, engraved panel lines, rivets, and fasteners.



The decals mark two HU-16As: the U.S. Air Force Albatross preserved at Pima Air & Space Museum in Tucson, Ariz.; and a Taiwanese air force aircraft in navy blue and insignia white camouflage. Interestingly, the latter is shown on the side of the box with the insignia blacked out. On the decal sheet, the roundels are divided into quarters.

Distributed by Stevens International, the Albatross costs $134.95.



Online stash management plus wish-list watcher

My Hobby Info
Build a better stash

FSM author Bill Plunk has created an online stash-inventory system with a bonus: The ability to watch prices and manage a wish list. My Hobby Info, www.myhobbyinfo.com, is a free application that uses a database of more than 11,000 kits from more than 80 manufacturers to let users add models to their stash.

The dynamic system's Price Spy feature is tied into catalogs from major online retailers, such as Squadron and Sprue Brothers, to give users real time information about new kits. My Hobby Info sends out e-mail alerts when the prices of wish-list items change so you can decide if it's time to add the item to your stash.

Bill says My Hobby Info allows users to take control of their inventory with the Stash Manager, track what they already have, and plan what they want to acquire in the future. The Stash Manager also allows you to associate aftermarket add-ons and accessories for simple tracking and management, he says. In addition to creating multiple stash lists, you can export the data to Microsoft Excel.

My Hobby Info is accessible from any web-enabled device. A single registration form makes account setup easy.

BOOKSHELF

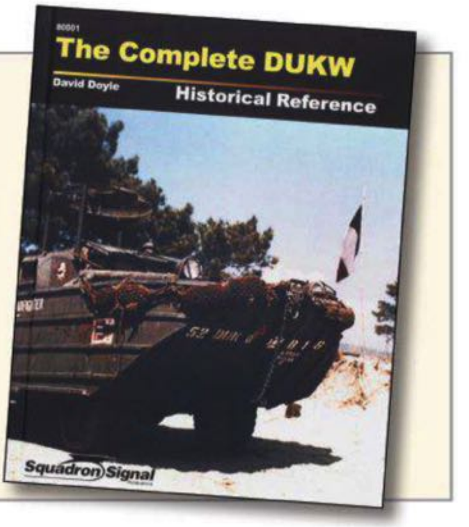
Everything you ever wanted to know about DUKWs

The amphibious 6 x 6 truck, designated DUKW by GMC but better known as the Duck, served in almost every Allied landing operation during World War II. Today, it soldiers on as a tourist vehicle for sightseeing by land and water.

David Doyle details the vehicle's development and operation in *The Complete DUKW*, part of Squadron/Signal's Histroical Reference series (ISBN 978-0-89747-720-8, $59.95).

The 304-page hardcover book abounds with photos of the trucks under construction, in tests, and on the battlefront. Most of the images are black and white, but there is a smattering of color photos and profiles. Each chapter starts with text, but the focus is on the photos and detailed captions.

If you are interested in modeling a DUKW, it would be hard to find a better one-stop resource for information and inspiration.


80001
The Complete DUKW
David Doyle
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New Products

Compiled by Monica Freitag

AIRCRAFT

1/32 SCALE KITS

1/32 Scale
A-1D AD-4 Skyraider
N
NAVY
515

A-1D AD-4 Skyraider, No. 2252, $129.95. From Mirror Models, available from Stevens International.

1/32 DECAL SETS

***Hannover Street* Mitchells B-25J-25 430210 8U "Big Bad Bonnie" N9455Z (USAAF No. 44-30210); B-25J-20 151724 "Brenda's Boys" N86427 (USAAF No. 44-29121),** War Birds. No. KW132060, $13.25. From Kits-World.

***Hannover Street* Mitchells B-25J-30NC 151632 "Gorgeous George Ann/There She Blows N9494Z (USAAF No. 44-30925); B-25J-20NC 151645 "Marvellous Miriam" N9115Z (USAAF No. 44-29366),** No. KW132058, $13.25. From Kits-World.

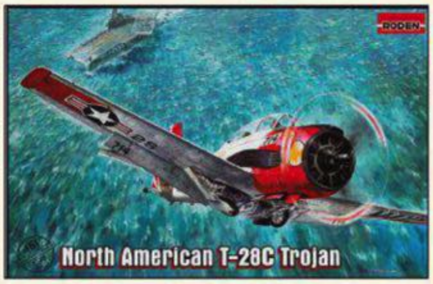
***Catch 22* Mitchells B-25H-5 6N "Berlin Express" 410V (USAAF No. 43-4432 6N registered N10V); B-25J-25 6V 43-94512 "Dumbo" (USAAF No. 43-30483 registered N9451Z),** No. KW132057, $13.25. From Kits-World.

***Catch 22* Mitchells B-25J-25NC 44-30748 "Heavenly Body" (Registered N8195H); B-25J-25NC 6K "Vestal Virgin" (USAAF No. 44-30801 registered N3699C),** No. KW132059, $13.25. From Kits-World.

1/48 SCALE KITS

G.W.H
L4810
WWII USAAF NORTHROP P-61B
"BLACK WIDOW"
LAST SHOOT DOWN 1945

WWII USAAF Northrop P-61B "Black Widow" last shoot down 1945, No. L4810, $82.95. From Great Wall Hobby, available from Dragon Models USA Inc.


RODEN
North American T-28C Trojan

North American T-28C Trojan, No. 451, $55.99. From Roden, available from Squadron Products.

48HOBBY
Fairey
Firefly Mk.I
"Home Fleet"

Fairey Firefly Mk.I "Home Fleet," No. 48127, $39. From Special Hobby, available from MPM.

G.W.H
L4813
MiG-29 "FULCRUM C" 9-13

MiG-29 "Fulcrum C" 9-13, No. L4813, $79.95. From Great Wall Hobby, available from Dragon Models USA Inc.

Focke Wulf Fw 190D-9
1:48 SCALE

Focke-Wulf Fw 190D-9, No. 81716, $28.99. From HobbyBoss, available from Squadron Products.

R.O.C. NAVY
500MD ASW
AFV CLUB
HF48005

R.O.C. Navy 500MD ASW, No. HF48005, $48. From AFV Club, available from Merit International.

CHURCHILL MK.III
W/ORDNANCE QF 75MM MK.V GUN
AFV CLUB
AF35S54

Churchill Mk.III with Ordnance QF 75mm MK.V gun, No. AF35S54, $70. From AFV Club, available from Merit International.

RODEN
G-EBDD
1:48
Ro 435
Airco (de Havilland) DH9C Commercial

Airco (de Havilland) DH9C commercial, No. 435, $36.99. From Roden, available from Squadron Products.

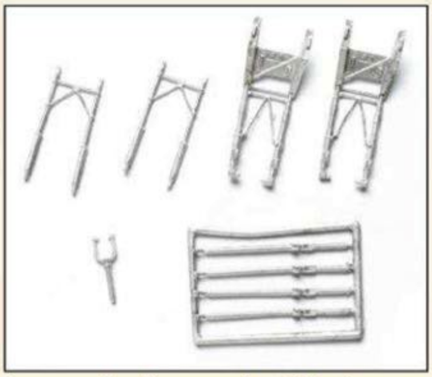
1/48 SCALE
HU-16A Albatross
U.S. AIR FORCE

HU-16A Albatross USAF amphibian aircraft, No. 2821, $134.95. From Trumpeter, available from Stevens International.

featuring reviews, product information, photo galleries, and more!

1/48 DETAIL SETS

Kfir C2/C7 landing gear for Kinetic, No. 48226, $16.95; **Spitfire Mk.IX landing gear for Eduard,** No. 48227, $11.95; **OV-10 Bronco landing gear for Testors/Hawk,** No. 48228, $17.95; **Bf 110 landing gear for Revell/ProModeler,** No. 48229, $16.95. From Scale Aircraft Conversions.



Lancaster landing gear for Airfix "new molds", No. 72062, $16.95; **Mirage F.1 landing gear for Kitty Hawk,** No. 48219, $17.95; **Merlin HC3 landing gear for Airfix,** No. 48220, $14.95; **Vampire landing gear for Trumpeter,** No. 48221, $12.95; **Fw 200 Condor landing gear for Trumpeter,** No. 48222, $22.95; **Fokker D.VII landing gear for Eduard,** No. 48223, $12.95; **Bf 109 E3/4/7 landing gear for Trumpeter,** No. 48224, $11.95; **Spitfire Mk.I/Vb landing gear for Tamiya,** No. 48225, $11.95. From Scale Aircraft Conversions.

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HIGH QUALITY CAST PRODUCT
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WW II RAF MC Bomb Mk.I 250 lb (4 pcs)
1/48

WWII RAF MC bomb Mk.I 250lb - four pieces, No. 4295, $11. From Czech Master's Kits, available from MPM.

CMK
CZECH MASTER'S KITS
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4296
Jumo 004B
WW II German jet engine
1/48
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Jumo 004B -- WWII German jet engine, No. 4296, $16.75. From Czech Master's Kits, available from MPM.

Mitsubishi A6M5a (Ko') for Tamiya, No. 4292, $13.75. From Czech Master's Kits, available from MPM.

1/48 DECAL SETS

USAAF WWII Insignia 1942-1943, No. MS481265, $12. From Super Scale International, available from Squadron Products.

USAAF Insignia 1943-1947, No. MS481266, $12. From Super Scale International, available from Squadron Products.

Boeing T-45C Goshawk VT-22 Golden Eagles, No. MS481267, $12. From Super Scale International, available from Squadron Products.

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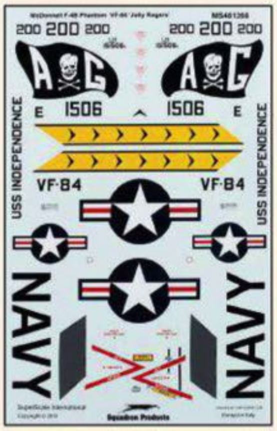
200 200 200
1506
VF-84
USS INDEPENDENCE
NAVY

McDonnell F-4B Phantom VF-84 Jolly Rogers, No. MS481268, $12. From Super Scale International, available from Squadron Products.

1/72 SCALE KITS

IL-2M3 Attack Aircraft
EASY ASSEMBLY AUTHENTIC KIT
HOBBY BOSS
AGES 14+

IL-2M3 attack aircraft, No. 80285, $15.99. From HobbyBoss, available from Squadron Products.

Mi-2URP Hoplite antitank variant
HOBBY BOSS

Mi-2URP Hoplite antitank variant, No. 87244, $21.99. From HobbyBoss, available from Squadron Products.

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EASY ASSEMBLY AUTHENTIC KIT
HOBBY BOSS
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Junkers Ju 87D-3 Stuka, No. 80286, $15.99. Easy assembly authentic kit. From HobbyBoss, available from Squadron Products.

Sword
1:72
F-94B Starfire

F-94B Starfire, No. 72054, $32.99. From Sword, available from Squadron Products.

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EASY ASSEMBLY AUTHENTIC KIT
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RAF Gladiator, No. 80289, $15.99. From HobbyBoss, available from Squadron Products.

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Sword
1:72
T2V-1/T-1A Seastar

T2V-1/T-1A Seastar, No. 72072, $32.99. From Sword, available from Squadron Products.

R3D-1/2 "US Navy & US Marines Transport Plane"
PLANET models
1:72
Made in Czech Republic

R3D-1/2 U.S. Navy and US Marines transport plane, No. 256, $85. From Planet Models, available from MPM.

MPM Production
P-70 Nighthawk

P-70 Nighthawk, No. 72565, $30. From MPM.

XP-79B Flying Ram
Americký stíhací letoun / American Ram fighter
RS MODELS
1:72 SCALE PLASTIC KIT
92111

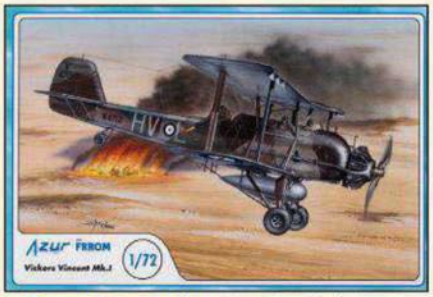
XP-89B Flying Ram, No. 92111, $29.95. From RS Models, available from Squadron Products.

AIRFIX
1:72 HAWKER TYPHOON IB

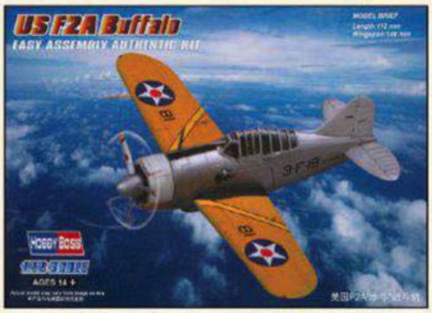
Hawker Typhoon IB, No. AO2041, $9.25. From Airfix.

AIRFIX
ROYAL AIR FORCE
1:72 AVRO LANCASTER B.III (SPECIAL) THE DAMBUSTERS

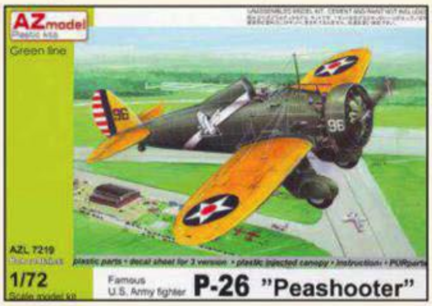
Avro Lancaster B.III (Special) The Dambusters, No. AO9007, $47. From Airfix.


Azur Frrom
Vickers Vincent Mk.I
1/72

Vickers Vincent Mk.I, No. FR019, $45. From Azur Frrom.


US F2A Buffalo
EASY ASSEMBLY AUTHENTIC KIT
HOBBY BOSS

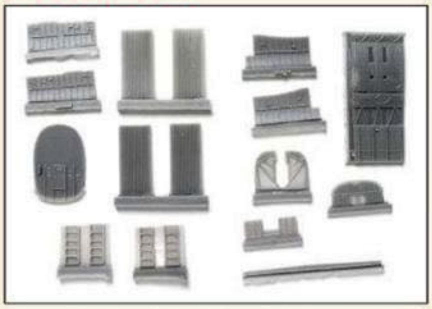
U.S. F2A Buffalo, No. 80290, $15.99. From HobbyBoss, available from Squadron Products.


AZ model
Green line
AZL 7219
1/72
Famous U.S. Army fighter
P-26 "Peashooter"

P-26 "Peashooter," No. 7219, $34.98. From AZ Model, available from Stevens International.

FIIC-2 Goshawk, No. PK72-04, $15.95. Two decal options. From Starfighter Decals/Marks Models & Toys.

1/72 DETAIL SETS



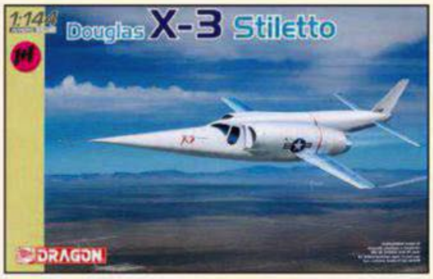
B-24 Liberator bomb bay for Hasegawa, No. 7235, $8.25. From Czech Master Kits, available from MPM.

1/72 DECAL SETS

USN at Coral Sea May 4-8, 1942, No. 72-137, $12. From Starfighter Decals/Marks Models & Toys.

Old Bill EAA - The Spirit of Aviation (B-17), No. KW172090, $13. War Birds. From Kits-World.

1/144 SCALE KITS

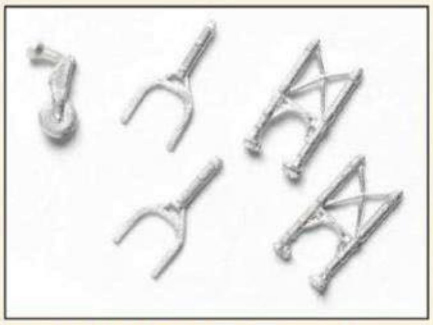

1:144
Douglas X-3 Stiletto
DRAGON

Douglas X-3 Stiletto, No. 4637, $16.95. Warbird Series. From Dragon, available from Dragon Models USA Inc.

T-1A Jayhawk, No. 312, $44.95. From Click2Detail.

1/144 DETAIL SETS

MD-80 landing gear for Minicraft, No. 14412, $12.95. From Scale Aircraft Conversions.



Douglas C-47/DC-3 landing gear for Roden, No. 14413, $10.95. From Scale Aircraft Conversions.

Boeing 727 landing gear for Airfix, No. 14411, $11.95. From Scale Aircraft Conversions.

1/144 DECAL SETS

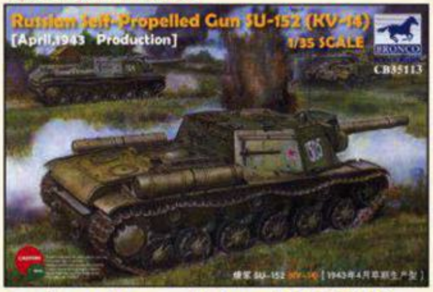
Mitchell B-25H-5 43-4573 "Power House" 100BS 42BG Pacific 1943; Mitchell B-25H-5 43-4498 "Dutch" 100BS 42BG Pacific 1943; Mitchell B-25-PBJ-1J "Devil Dog" Marines 44-86758 N9643C CAF, No. KW144021, $10.40. From Kits-World.

Mitchell B-25J 43-28012 "1 For the Gipper" 100BS 42BG 13AF; Mitchell B-25J 43-28149 The Ink Squirts 98 Seabees; Mitchell B-25J 42-9710 "Pacific Prowler" Vintage Flying Museum Fort Worth Texas USA, No. KW144022, $10.40. From Kits-World.

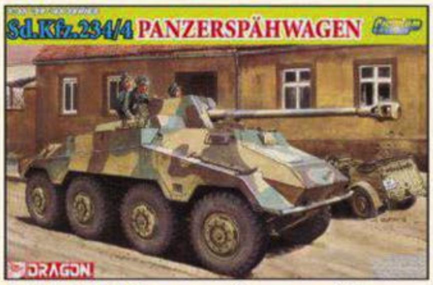
P-51 Mustang "Sweet Arlene," "Jan," "Iron Ass," "My Achin Back," No. KW144020, $10.40. From Kits-World.

ARMOR

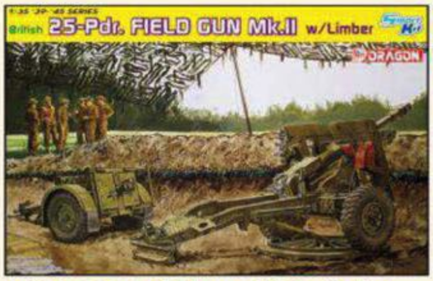
1/35 SCALE KITS


Russian Self-Propelled Gun SU-152 (KV-14)
[April,1943 Production]
1/35 SCALE
BRONCO
CB35113

Russian self-propelled gun SU-152 (KV-14), No. CB35113, $59.95. From Bronco Models available from Dragon Models USA Inc.


Sd.Kfz.234/4 PANZERSPÄHWAGEN
DRAGON

SdKfz.234/4 Panzerspähwagen, No. 6772, $54.95. 1939-1945 series, Premium Edition. From Dragon, available from Dragon Models USA Inc.


British 25-Pdr. FIELD GUN Mk.II w/Limber
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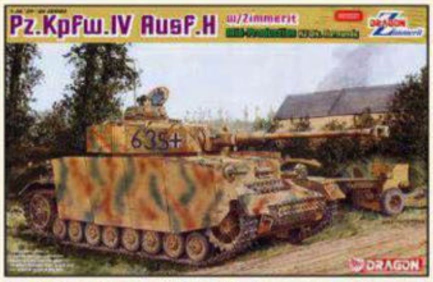
British 25-Pdr. field gun Mk.II with limber, No. 6774, $41.95. 1939-1945 series. Smart Kit. From Dragon, available from Dragon Models USA Inc.


Pz.KpFw.IV Ausf.H w/Zimmerit
DRAGON

PzKpfw.IV Ausf.H with Zimmerit mid-production HJ Div. Normandy, No. 6611, $56.95. 1939-1945 series. From Dragon, available from Dragon Models USA Inc.

New Products

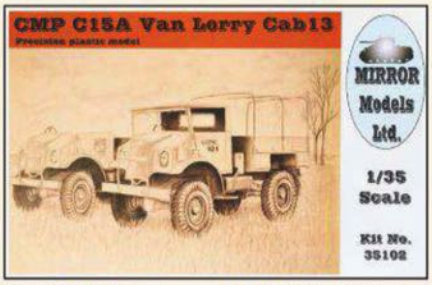
Soviet T-26 Light Infantry Tank Mod.1935

Soviet T-26 light infantry tank mod.1935, No. 82496, $46.99. From HobbyBoss, available from Squadron Products.

German Pz.Kpfw.I Ausf.F (VK 18.01)-Early

German PzKpfw.I Ausf.F (VK 18.01) early, No. 83804, $46.99. From HobbyBoss, available from Squadron Products.

Meng SHi 1.5 ton military light utility vehicle, No. 82469, $42.99. Convertible version for Special Forces. From HobbyBoss, available from Squadron Products.

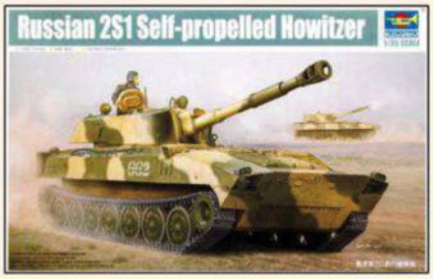

CMP C15A Van Lorry Cab13
Precision plastic model
MIRROR Models Ltd.
1/35 Scale
Kit No. 35102

CMP C15A Van Lorry Cab13, No. 35102, $54.95. From Mirror Models, available from Stevens International.

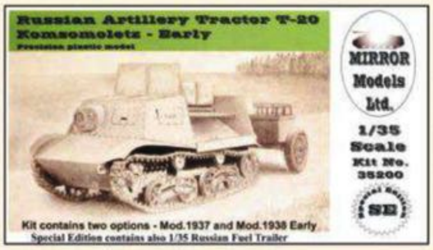
CMP C15TA armored ambulance, No. 35106, $59.95. From Mirror Models, available from Stevens International.

Type 3 medium tank "Chij-Nu", No. FIN-41102, $65.95. "Girls und Panzer" series. From FineMolds, available from Dragon Models USA Inc.

Tiger I Early Production, No. PLA-GP06, $84.95. "Girls und Panzer" series. From Platz, available from Dragon Models USA Inc.


Russian 2S1 Self-propelled Howitzer

Russian 2S1 self propelled Howtizer, No. 5571, $62.95. From Trumpeter, available from Stevens International.


Russian Artillery Tractor T-20
Komsomoletz - Early
Precision plastic model
MIRROR Models Ltd.
1/35 Scale
Kit No. 35200
SE
Kit contains two options - Mod.1937 and Mod.1938 Early
Special Edition contains also 1/35 Russian Fuel Trailer

Russian artillery tractor T20 Komsomoletzw/fuel trailer early, No. 35200, $49.95. From Mirror Models, available from Stevens International.

U.S. MTVR (medium tactical vehicle replacement), No. 1011, $84.95. From Mirror Models, available from Stevens International.

1/35 DETAIL SETS

BRONCO
RUSSIAN 650MM OMSH TRACK LINK SET FOR KV-1/KV-2 (WORKABLE)
1/35
AB3560

Russian 650mm OMSH track link set for KV-1/KV-2 (workable), No. AB3560, $22.95. From Bronco Models, available from Dragon Models USA Inc.

Late M32 turret, No. 390, $44.95. For the Tasca M32B1. From Click2Detail.

U.S. M2BB .50cal machine gun conversion set, No. AG35042, $12.50. Brass. From AFV Club, available from Merit International.

NATO 155m Howitzer ammo set, No. AG35039, $21.50. Brass. From AFV Club, available from Merit International.

1/72 SCALE KITS

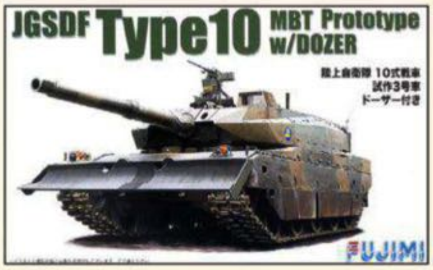
Opel Blitzbus Ludewig "Aero" WWII service, No. 728, $19.99. From Roden, available from Squadron Products.

VK.45.02(P)V
DRAGON

VK.45.02(P)H, No. 7493, $22.95. Armor Pro. From Dragon, available from Dragon Models USA Inc.

Panzerfähre
Gepanzerte Landwasserschlepper
DRAGON

Panzerfähre Gepanzerte landwasserschlepper Prototype Nr.II, No. 7490, $22.95. Armor Pro. From Dragon, available from Dragon Models USA Inc.


JGSDF Type10 MBT Prototype w/DOZER
FUJIMI

JGSDF Type 10 MBT prototype with dozer, No. 72237, $26.95. From Fujimi, available from Dragon Models USA Inc.

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Ersatz M10, No. 7491, $19.95. Armor Pro. From Dragon, available from Dragon Models USA Inc.

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Flakpanzer V "Coelian"
DRAGON

Flakpanzer V "Coelian," No. 7236, $19.95. Armor Pro. From Dragon, available from Dragon Models USA Inc.

SHIPS

1/350 SCALE KITS

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DDH-181

Japan Maritime Self-Defense Force *Hyuga*-class helicopter destroyer DDH-181, No. 60011, $279.95. From Fujimi, available from Dragon Models USA Inc.

USS Indianapolis CA-35 1945

USS *Indianapolis* CA-35 Cruiser 1945, No. 5326, $79.95. From Trumpeter, available from Stevens International.

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USS *Lassen* DDG-82, No. 83412, $34.99. From HobbyBoss, available from Squadron Products.

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USS Boxer LHD-4

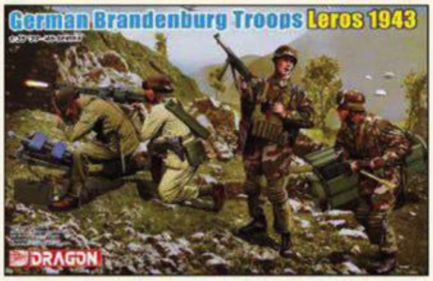
USS *Boxer* LHD-4, No. 83405, $64.99. From HobbyBoss, available from Squadron Products.

MILITARY FIGURES

1/16 SCALE KITS

Imperial Guard Dutch Grenadier - Napoleonic Wars, No. 16018, $29. Historical Figures Series. From MiniArt, available from Model Rectifier Corporation.

1/35 SCALE KITS


German Brandenburg Troops Leros 1943
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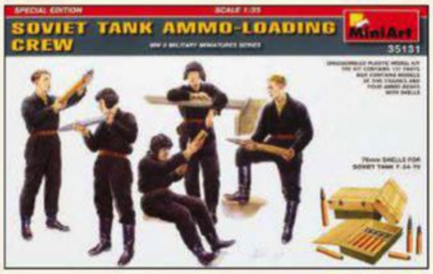
German Brandenburg troops Leros 1943, No. 6743, $16.95. 1939-1945 series. From Dragon, available from Dragon Models USA Inc.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SOVIET TANK AMMO-LOADING CREW
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German tank crew Normandy 1944, No. 35132, $19. WWII Military Miniatures Series. From MiniArt, available from Model Rectifier Corporation.

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1/144 SCALE KITS

***Forbidden Planet* C-57D Space Cruiser,** No. POL895/12, $35.99. From Polar Lights, available from Round 2.

1/1500 SCALE KITS

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MISCELLANEOUS

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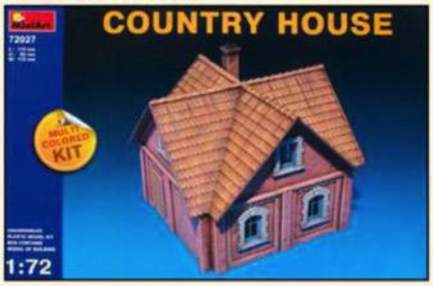
Ruined factory with base, No. 36053, $39. Diorama series. From MiniArt, available from Model Rectifier Corporation.

1/72 SCALE KITS



Country House, No. 72027, $34. From MiniArt, available from Model Rectifier Corporation.

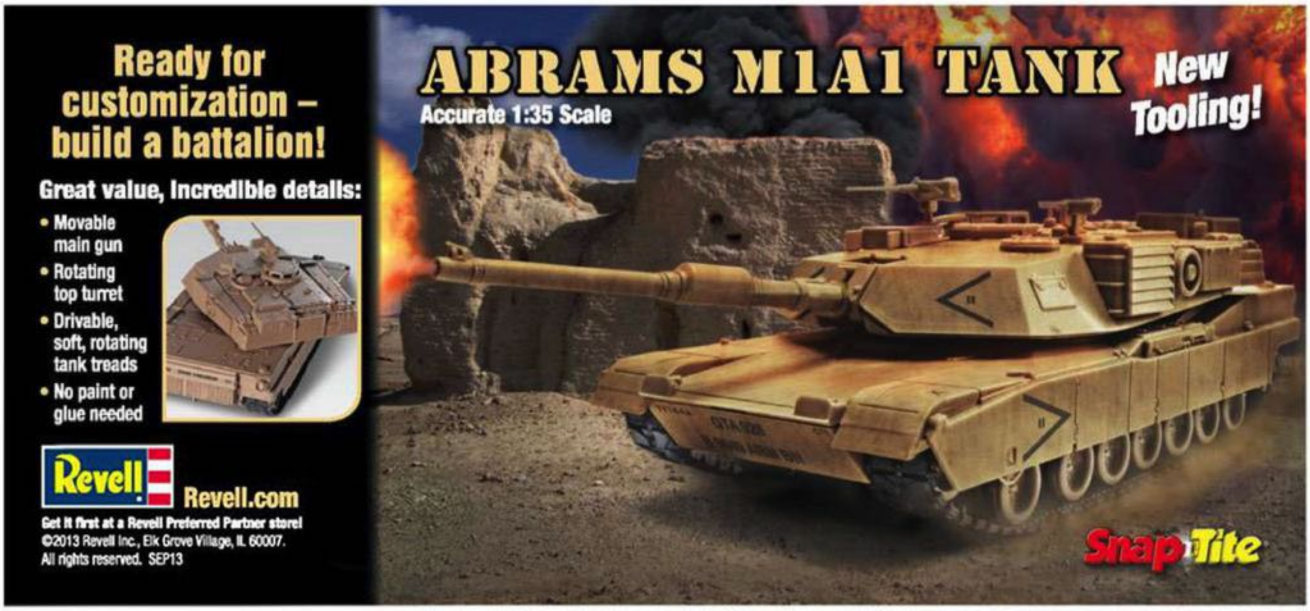
Townhouse, No. 72026, $34. From MiniArt, available from Model Rectifier Corporation.

OTHER SCALE KITS

Da Vinci flying machine, No. 18146, $19.98. Da Vinci machine series. From Academy, availble from Model Rectifier Corporation.

BOOKSHELF

The Messerschmitt Bf 109 Early Series (V1 to E-9 including T-series) A Complete Guide to the Early Luftwaffe's Famous Fighter, $30, by Richard A. Franks, softcover, 208 pages, all color photos, drawings and illustrations, ISBN: 978-0-9567198-7-4. From Valiant Wings Publishing.



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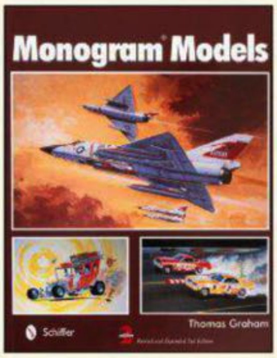

Monogram Models, $29.99, by Thomas Graham, softcover, 48 pages, all color photos, ISBN: 978-0-7643-4424-4. From Schiffer Publishing.

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P-61 Black Widow In Action, $18.95, by David Doyle, softcover, 80 pages, color and black-and-white photos, ISBN: 978-0-89747-719-2. From Squadron/Signal Publications.

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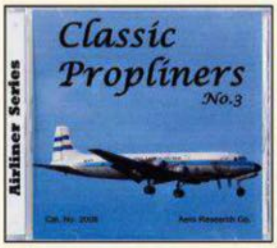

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Give a Sabre a stun

A smooth surface and lots of layers finish a Korean War plane • BY AARON SKINNER

You can paint Korean War U.S. Air Force fighters any color you like — as long as it's natural metal, one of the most difficult finishes to do well.

Anzo Lee's 1/72 scale F-86E epitomizes what can be done with careful surface preparation, patience, and attention to detail.

Woring with an Academy kit, Anzo made a couple of improvements: Starting off, he replaced the kit cockpit with a CMK resin front office that included a tub, seat, instrument panel, panel coaming, and turtle deck.

He scratchbuilt the pitot tube for the starboard wing with .5mm brass rod and .8mm brass tube. Using a .5mm bit, Anzo bored out the tube so the inner diameter was .5mm. Then he inserted the rod into the tube and bent the aft end. Finally, he ground the protruding end of the rod to a point.

Once the airframe was together, Anzo set about preparing the surface for the natural-metal finish. Even small blemishes stick out like a sore thumb under thin metallic paints, so it's important to take time getting the body as smooth as possible.

He started by filling gaps with putty and super glue, then sanded everything smooth. To gauge his progress, Anzo airbrushed Mr. Surfacer 500 over the fighter. After several applications, he was satisfied he'd taken care of any problems.

"I sanded the fuselage and wings with 1200-grit sandpaper, then progressed through 2000-, 4000-, 6000-, and 12000-grit," he says. The last step before the metallic paint was a coat of gloss black.

For the primary finish, Anzo used Gunze (GSI) Mr. Metal Color aluminum. These paints can be difficult to find in the United States — Anzo gets his through a friend — but are similar to Alclad II or Testors Metalizers, he says. All are extremely thin. Anzo says that, like Alclad, the best Mr. Metal Color finishes come from thin layers built up over black.

He masked panels with Tamiya tape, then sprayed selected panels with different shades he created by mixing other Mr. Metal Color paint with aluminum. He used a ratio of 4 parts aluminum, 1 part other metallic shade, and 25 parts thinner.

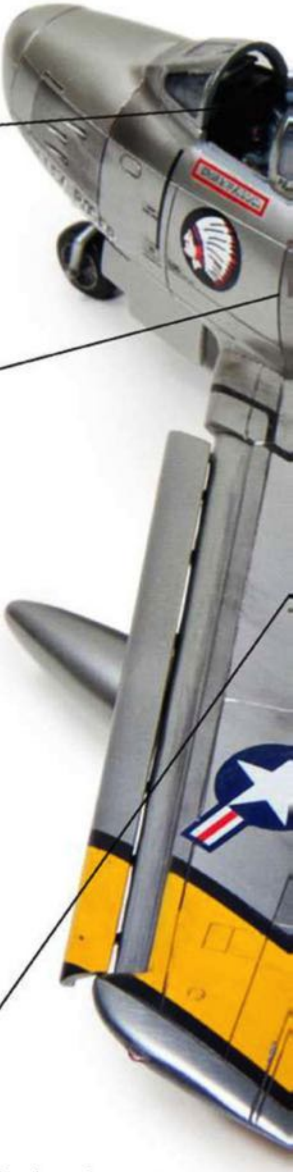
"I made the paint very thin and needed to airbrush many layers," he says. "I waited for each layer to dry, then airbrushed the next." He stopped when he was happy with the color and density.

To further shade some panel edges and break up the finish, Anzo sprayed thinned black paint along masked panel lines.

An artist's oil wash deepened panel lines and added a few streaks and stains. **FSM**

Meet Anzo Lee

A professional model builder, Anzo, 40, says he remembers starting in the hobby when he was 9 years old. Growing up in Taiwan, he bought lots of small, inexpensive Japanese kits, mostly aircraft and science-fiction, from book and toy stores. Military service and other jobs kept him away from the hobby in his 20s, but he rediscovered it after moving to the U.S. in 2005. "I love to build almost everything," Anzo says, adding that he's always studying and trying new techniques. "In 2010, I began to do commissions for model collectors," he says. "Now, it's become my full-time job, and I have a studio for commission business." Anzo lives in Madison, Wis., with his wife and two children. You can see more of his work at his website, www.deepbluemodel.com.

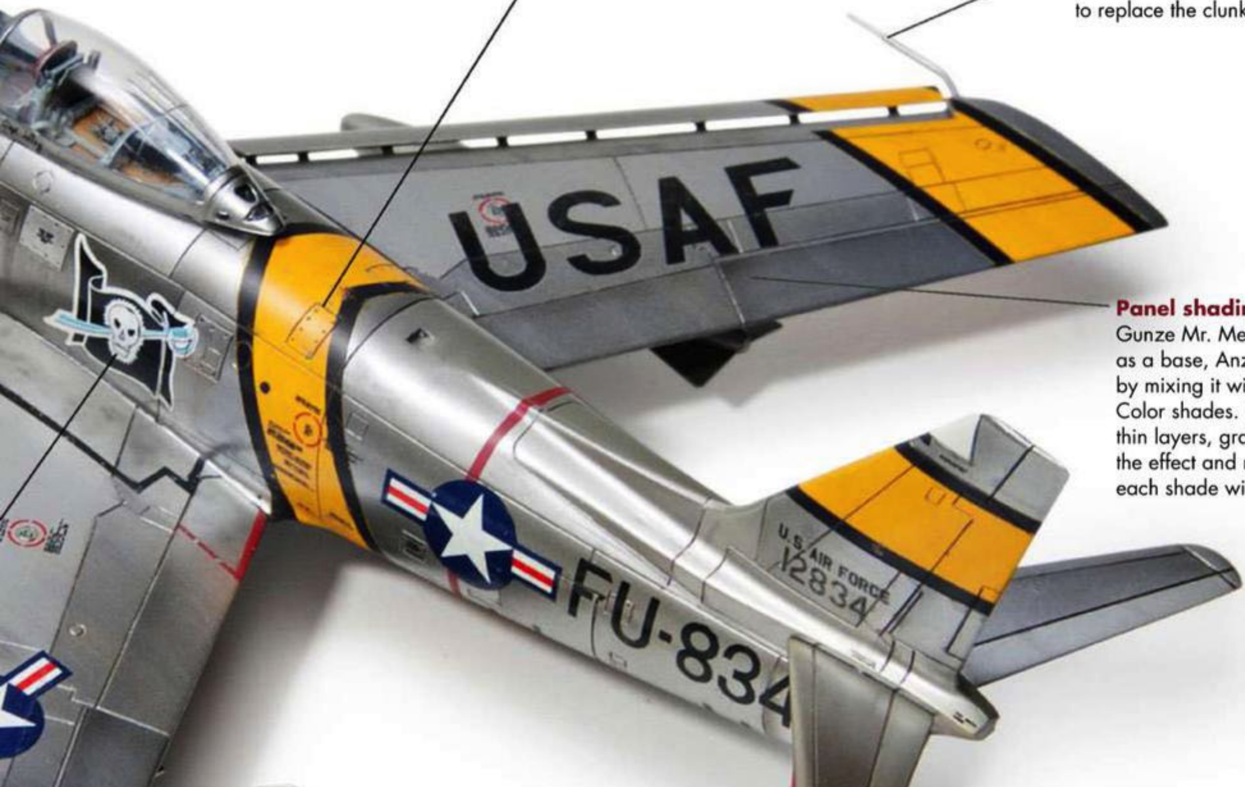


Cockpit: Although his attention was on the finish, he took time to add a CMK resin cockpit to the model.

Panel lines: After masking along one side of the panel line, Anzo sprayed very thin black paint along the edge.

Decals: Kit decals mark Anzo's F-86 as *Jolley Roger,* flown by ace Capt. Clifford D. Jolley. As a member of the 335th Fighter Interceptor Squadron in Korea, Jolley shot down seven MiG-15s. Anzo says the decals were a little thick but settled into the surface with an application of Mr. Mark Softer decal solution.

ning metal skin



Oil washes: With the decals on, Anzo ran thin artist's oils along the engraved panel lines so they popped against the metallic surface.

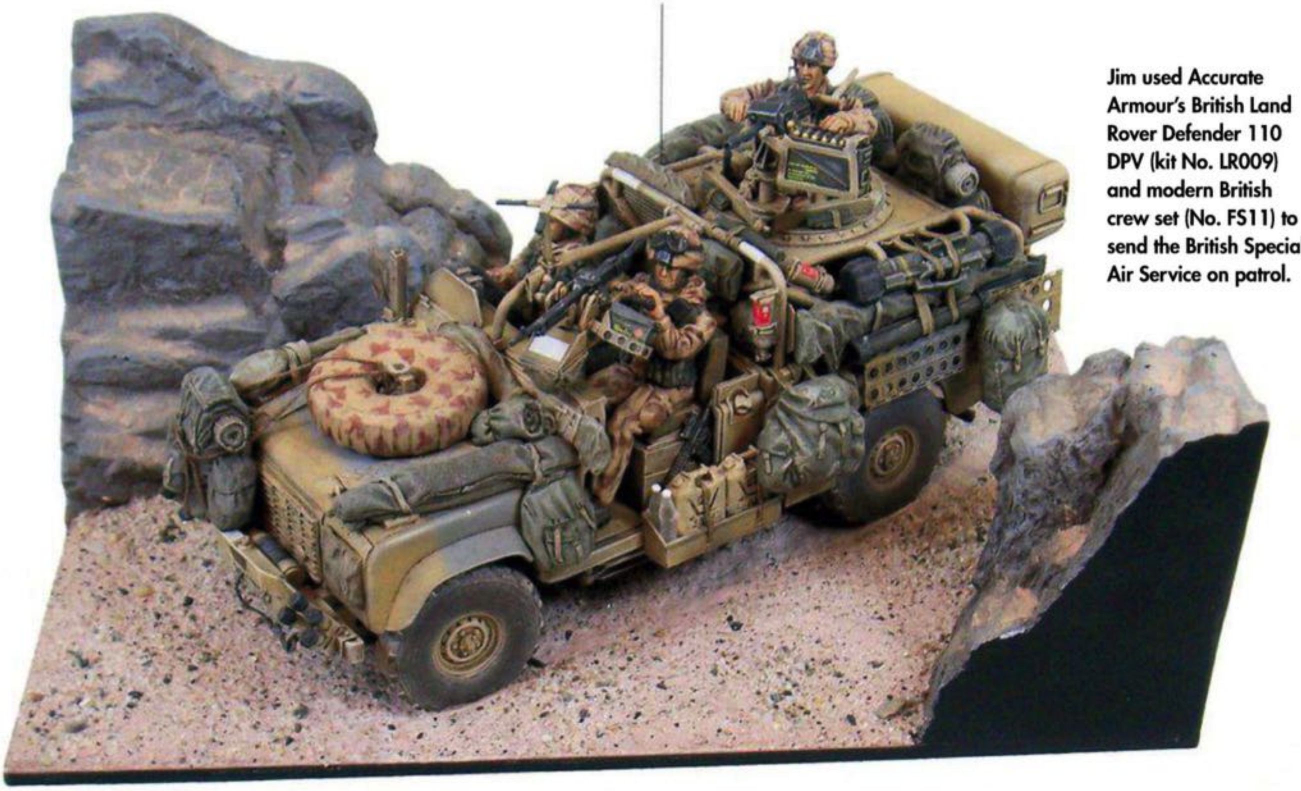
Pitot tube: Using brass rod and tube, Anzo scratchbuilt a pitot to replace the clunky kit part.

Panel shading: Starting with Gunze Mr. Metal Color aluminum as a base, Anzo altered the paint by mixing it with other Mr. Metal Color shades. He sprayed on very thin layers, gradually building up the effect and masking between each shade with Tamiya tape.

Anzo Lee's 1/72 scale Sabre (shown at actual size) may be small, but the terrific natural-metal finish made it stand out on the contest table at the IPMS/USA Region 5 show in Madison, Wis., in March 2013.

Build an SAS LAND ROVER in resin

Making the best of a Defender 110 DPV • BY JIM WECHSLER



Jim used Accurate Armour's British Land Rover Defender 110 DPV (kit No. LR009) and modern British crew set (No. FS11) to send the British Special Air Service on patrol.

The British Special Air Service (SAS) gained notoriety during World War II by driving heavily laden jeeps far behind German lines to wreak havoc on supplies and airfields. Nowhere was this more effective than in the deserts of North Africa, where exploits of the SAS read like an action novel.

Shortly after World War II, the SAS converted from American jeeps to specially modified Land Rovers. Eventually, those vehicles came to include the Land Rover 110 Desert Patrol Vehicle (DPV), based on the commercial Defender 110 (so named for its 110" wheelbase).

To model this vehicle, I consulted not only books and the Internet but also spent some time in a commercial version of the Defender 110. It's a pretty large vehicle, smaller than a Humvee but bigger than most SUVs. So, I was surprised to find my 1/35 scale SAS Land Rover 110 DPV (Accurate Armour kit No. LR009) came in a box measuring just 6" x 4" x 4". Such a small model, and resin at that, must not have too many parts, I thought. Should be a simple build, right?

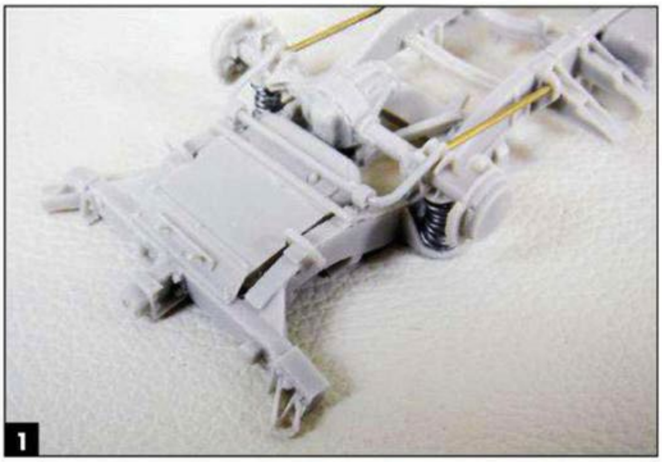
Well, let's see. There are approximately 11,000 steps in the instructions …

Suspension and exhaust

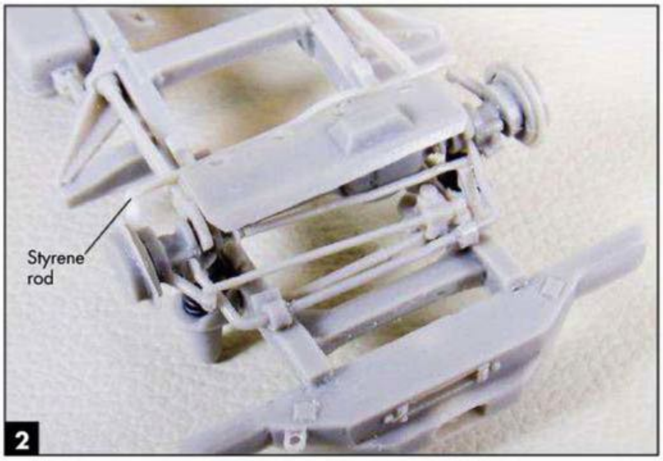
On the rear suspension, **1**, I coiled springs by wrapping solder wire around a 2.5mm rod. With the springs mounted, I attached the shock absorbers and the rear axle — nerve-racking because there are no positive locations, yet alignment depends on it. It's all resin, so I used slow drying Krazy Glue which gave me all of 10 seconds to work. With the axle mounted, I added the brass support rods and the rear skid plate.

I wish I'd added a support pin inside each spring to allow a positive mount on the rear axle. That's how it works on the front end, **2**. I replaced a missing mounting lever on the steering linkage with a bit of styrene rod.

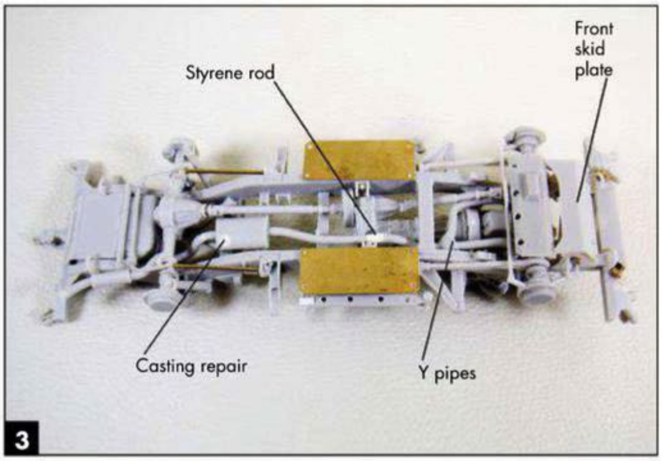
Next came the engine, drive train, and exhaust, **3**. First, I added smoke dischargers and the front skid plate, which covered most of the front-end work I'd just done.



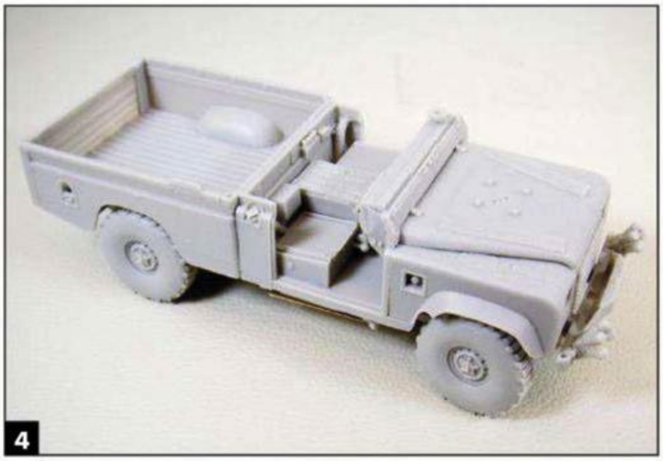
The springs are solder wrapped around a 2.5mm styrene rod. Jim says the kit was short on solder and had no such rod, but he found both on his workbench.



Unlike the rear suspension, the front springs had a positive location. Jim used styrene rod to replace a part missing from the front end.



More bits of styrene rod helped Jim where the kit parts came up short, notably on the front end of the exhaust. White dots on the muffler and pipes are repairs Jim made to air holes in the castings.



Jim found the body went together better by starting with the truck bed and moving forward. Mounting the tailgate ahead of the instructions helped square things up.

On the drive train, the front linkage came up short; a 1.5mm plug helped it match. Test-fitting the exhaust, I decided to depart from the instructions and loosely locate the Y pipes but install the engine first to be sure of correctly locating the rest of the exhaust. After threading the exhaust around the rear axle, I was able to glue it to the frame — but the other end didn't even come close to the Y pipes. I heated their ends with a hair dryer to bend them into place but found I was still about 3mm short. Styrene rod bridged the gap.

The instructions mount the radiator at this time, but doing so would be a huge mistake. It's supposed to go on the front fenders, but the exact location is unclear. If you're 1-2mm off, the fenders might not fit right and the whole front end would look wrong. Instead, I reserved the radiator to mate it with the fenders, then installed the entire subassembly to the chassis to ensure proper position.

Bodywork

Realizing the 110 is a truck makes it easier to see how the bed, cab, front fenders and hood (bonnet) all go together. Start with the bed: It's the only piece that has a definite location. Then attach the rest of the parts from back to front, **4**.

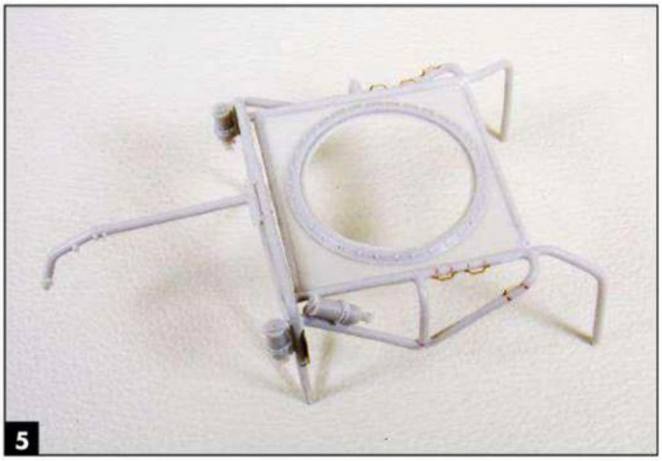
I mounted the tailgate to help square things up; things were a little warped, so this departure from the kit sequence was a crucial step. That left the cab, fenders, and dashboard, but I also added the gas, brake, and clutch pedals, easier now than after the dash is mounted.

In varying the bodywork sequence, I wanted the parts to align with each other more than anything else. Turns out this was a good choice, because it indicated the chassis frame was badly warped, twisted, and drooping.

I used the hair dryer to straighten the chassis as much as possible, then mounted the front fenders to the cab and the radiator to the fenders. When the alternator interfered with the left fender, I cut it off and reattached it after mounting the fenders (the hood's closed anyway). Then I trimmed the hood to fit and glued it in place.

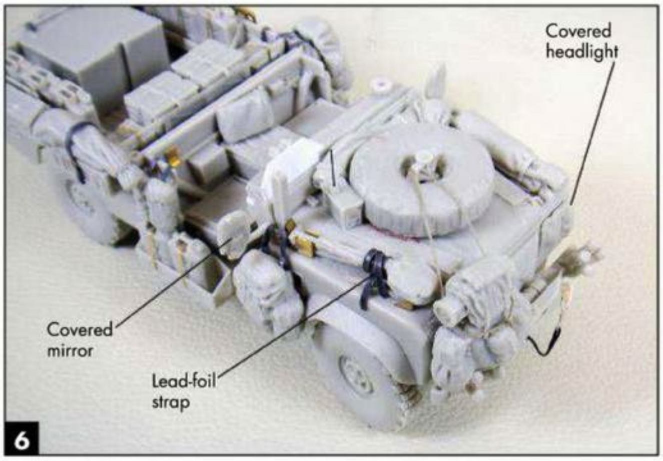
The front bodywork still wasn't even close to fitting the chassis. Out came the hair dryer again; I heated the entire front chassis and pushed it into place. Thank goodness I mounted the body parts to each other. Otherwise I'd have scrapped the whole project.

Aligning the wheels was no easier. I had planned to leave them off to make painting and weathering easier, but after the chassis problems I was suspicious. Good call: All the wheels were out of whack; the left front wheel was a good 3mm forward. Again, the hair dryer helped out. I got the whole front end good and hot, then pulled the left wheel back. But it took several attempts over an hour. By then all the wheel mounts,



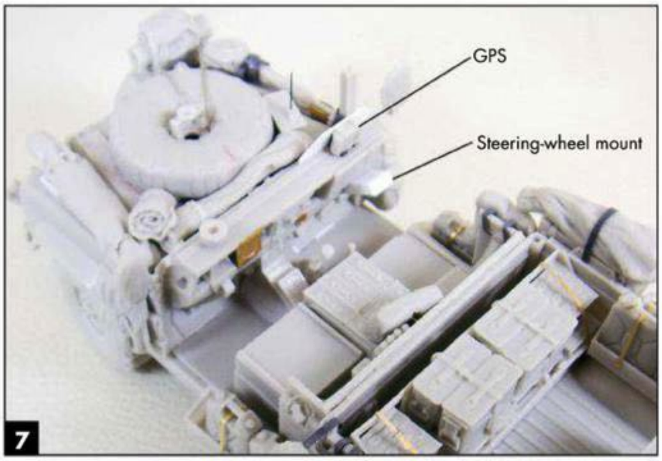
5

Jim departed from the directions again to treat the roll cage and weapon mount as a subassembly for easier painting. Immersion in hot water helped straighten warped parts.



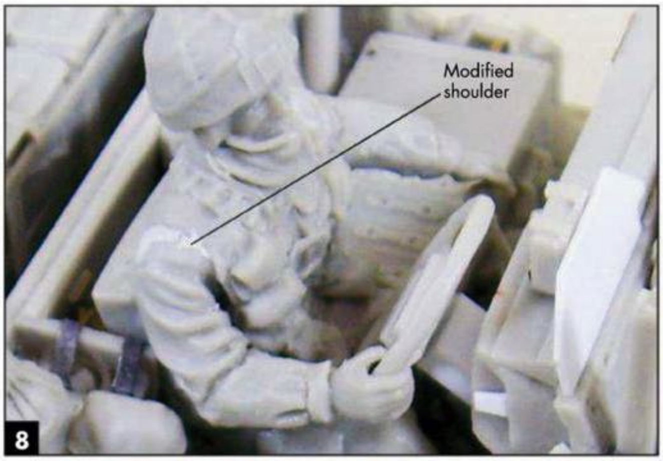
6

Given choices, Jim went with covered headlights and side mirrors and avoided having to model a shiny version of either.



7

Cab modifications included a photoetched-metal bracket for the GPS and a steering wheel mount angled to better fit the driver figure.



8

Jim seated the driver figure early on to refine its fit, adjusting the arms to help the guy get a grip.

tie rods, etc. were badly warped. I went back and straightened them as much as I could, but I'm glad it's all on the underside!

Looking back, I would first build the body parts, then place the frame (without any other parts on it) on the body (without glue) and use the hair dryer to straighten. With the frame still in place, mount the front and rear axles as in the first two steps.

Dressing it up with details

Finally, I could think about how I was going to paint this model. It seemed nearly impossible to paint the inside of the truck bed and the parts in it if I mounted the roll cage and weapon mount according to instructions. I treated those as subassemblies to attach after painting, **5**. All three parts of the roll cage were badly warped and misshapen, but I knew I could cover them with stowage later. I dropped the pieces in hot water; when you need to heat an entire part, hot water works better than a hair dryer. I was able to easily straighten these pieces. Then I added the photoetched-metal tie-downs, screens, and fire extinguishers to complete the subassembly.

With the heavy construction done, the detailing begins — and this is where Accurate Armour's kit really shines with a set of stowage custom-designed for this variant.

Upfront, you can choose to have the headlights exposed or underneath canvas covers, **6**. I used the covers, partly because there were matching sleeves for the side mirrors and partly to avoid having to model the mirrors.

As you can already see, there's lots of stowage. All of it is customized to the locations shown, so the fit was pretty easy. I did do a little trimming of the pack sitting on the bumper so it would sit really flush. Also, I added lead-foil straps to hang a pack on the side and a pick and shovels on the front right fender. I chose to show the winch hook clipped to a small bracket on the bumper; you could show it completely retracted, but this looks more like it's being used. I did add a carabiner to hold the winch hook to the bracket, as I've seen in photos.

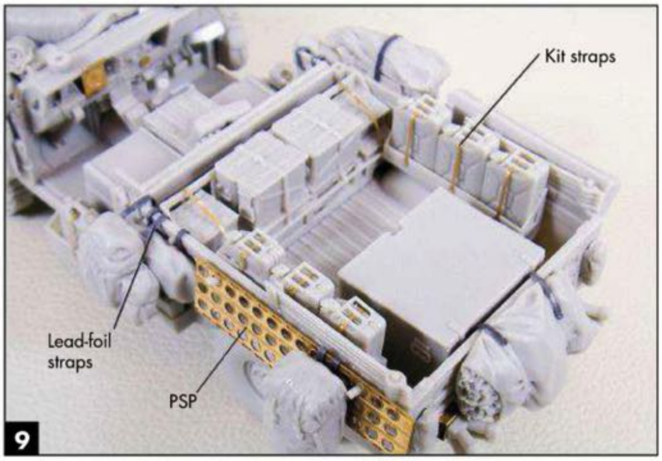
Catching the cab

I made few modifications in the cab, **7**. I built a bracket of photoetched metal for the GPS above the driver's dash and reworked the steering-wheel mount to make it a better fit for the driver figure.

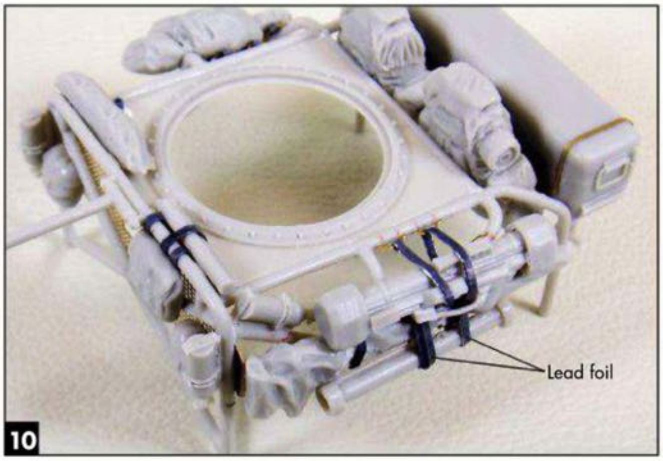
This prompted me to go ahead with the driver to make sure everything fit around him, **8**. No problem with the seat; it's molded as part of the figure. The fit to the cab floor wasn't great, but nothing super glue couldn't seal.

I adjusted the driver's right-arm position for a better grip on the steering wheel. Then I glued the steering wheel to the driver's hand — much easier than trying to

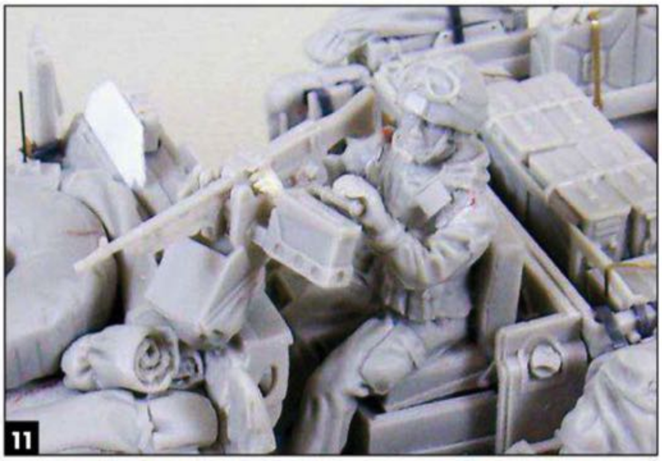
storemags.com



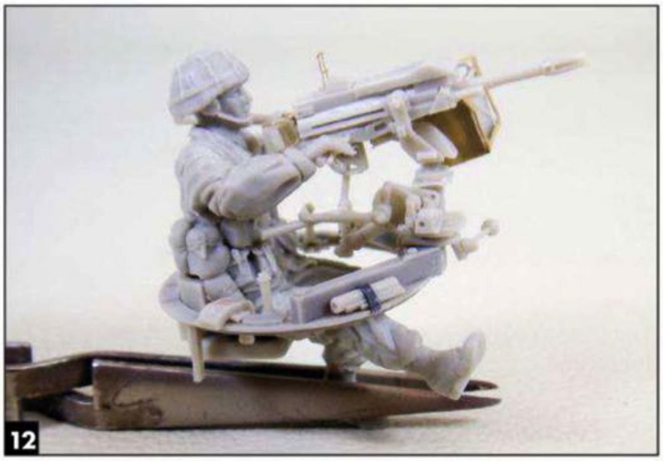
The kit provides plenty of stuff to load up the body. Jim added lead-foil strips where equipment straps seemed to be needed.



More lead-foil straps make details look realistically attached rather than glued on. Jim situated stowage as he saw fit.



Shimming its mount up 1mm from underneath helped the commander's machine gun clear a tarp already in place on the hood.



Veering from the instructions, Jim placed the gunner but built related components of the weapon in two main subassemblies before mounting it.

wiggle the driver under the wheel later. I also nudged the other arm's position to rest the hand on the stick shift.

The kit's details around the truck bed are terrific, **9**. Photoetched-metal straps make the extra fuel and ammo cans look great, and the photoetched-metal pierced steel planking (PSP) is excellent. I modified the stowage locations a little bit, just for variety. My main addition was lead-foil straps for tie-downs; as far as I know, even the SAS has not yet mastered the "floating stowage" we modelers have used for so long.

I loaded up the roll cage and weapon mount with additional details, **10**, adding lead foil straps and adjusting the stowage as needed.

Accommodating the commander

Getting the commander figure situated and holding two points on a machine gun is a challenge, **11**. The kit makes it easier by allowing the machine gun to pivot up and down. I went a step further and made a longer mounting pin so the gun could also rotate, and I inserted a 1mm riser to keep it from hitting the tarp in front. (I may have mistakenly located the tarp, but it was easier to raise the gun than unglue the tarp.) This also made it easier to position the commander's arms. Like the driver, the commander figure's seat is molded on. No fit problem there.

Grenade launcher and gunner

The last major construction steps are the grenade launcher and the gunner, **12**.

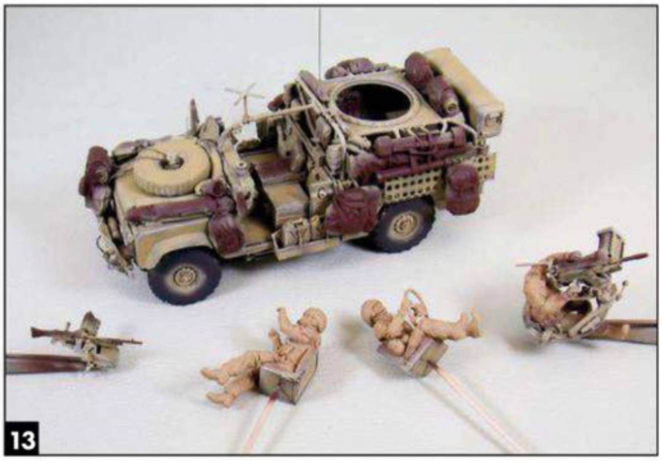
The grenade launcher is tough, but photos of the finished model on the back of the instruction sheet are helpful. Instructions say to fit the gunner before completing the launcher. Definitely true; although it makes painting more difficult, it's the only way to line everything up.

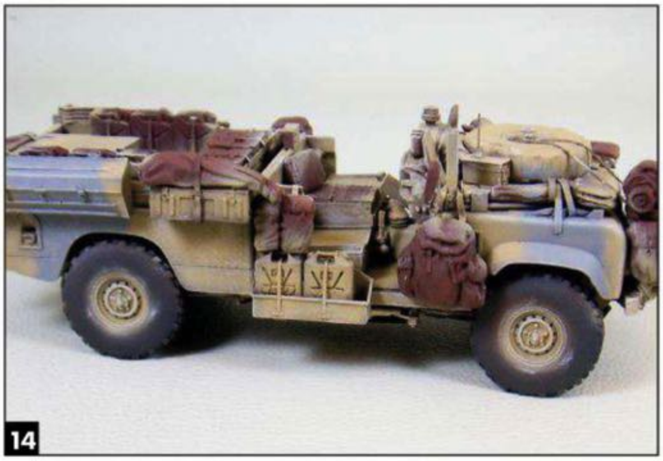
However, I still deviated from the kit's sequence. The instructions would have you assemble, then combine, a series of modules. But if the parts are slightly misaligned, you'll see it when you put everything together — and have no way to fix it.

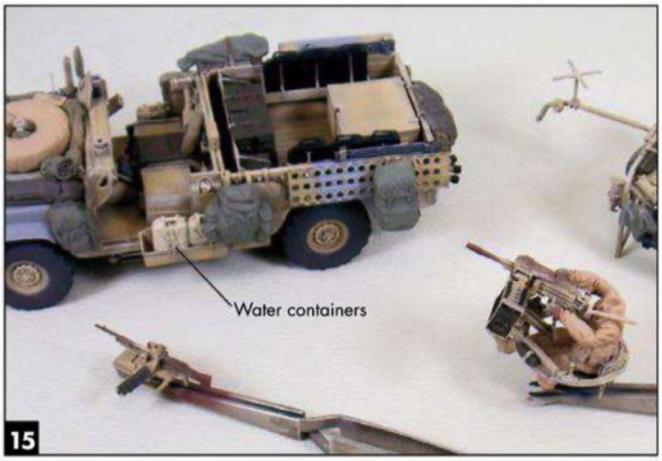
Instead, I chose two reference points and oriented the other parts in relation: For all the movable items, I used the launcher body as the reference point. All the parts that didn't mount directly to the grenade launcher were aligned with the weapon ring.

So, once I'd built up the two assemblies, I glued the gunner's body in place. The grenade launcher has a bar that comes out from the rear and is intended to rest on the figure's left shoulder. That gave me two attachment points, making a strong assembly. It took a little shaving to get the gunner's arms right, but it worked out fine.

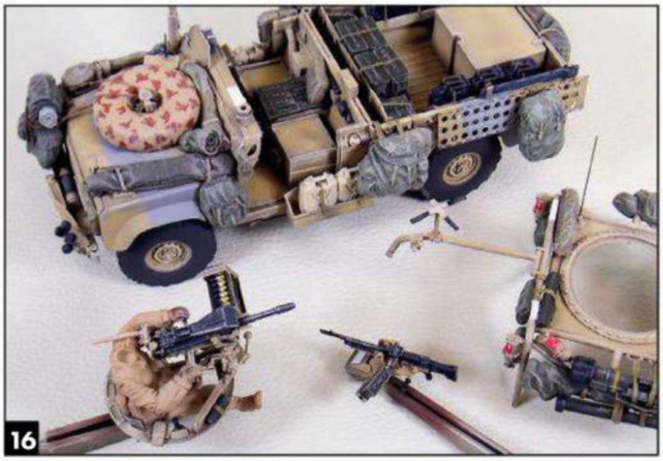
I did wish I had completed these steps before attaching the linkage that connects the bottom of the grenade launcher to the weapon mount. (It's a shock mount, I


13
At this point, Jim has painted the tires and wheels, base-coated with dark brown, primed the figures with African braun, and begun to apply British Gulf War yellow to the vehicle.


14
Jim chose U.S. Navy aggressor gray for camo; he dry-brushed it with flat gull gray. Tan areas were dry-brushed with sand.



15
Then Jim switched to hand-brushing details. Some, such as the water containers, look brighter now than they will after washes and weathering.


16
Dry-brushing details with lighter shades increases contrast to reveal surface details in folded knapsacks, jerry cans, and other stowage.

think.) Wait until this point to position the pieces or they might not all connect.

Plans to paint

Since I'd already built so much of the model unpainted, I really needed to think through the painting sequence to avoid repeated coverage and buildup. I began with what I could airbrush — mostly because I hate to mask. I'd much rather go back and do a little brush touch up than mask whole sections of a model. Except where otherwise noted, I used Testors Model Master enamels.

I started with U.S. Army helo drab for the tires and Africa braun '42 (a tan) for the figures, **13**, then base-coated the rest of the model with a dark brown. I panel-faded with British Gulf War yellow (another light tan). The color difference between the two is subtle, but it does break up the overall tan. A dry-brushing with sand made raised details stand out.

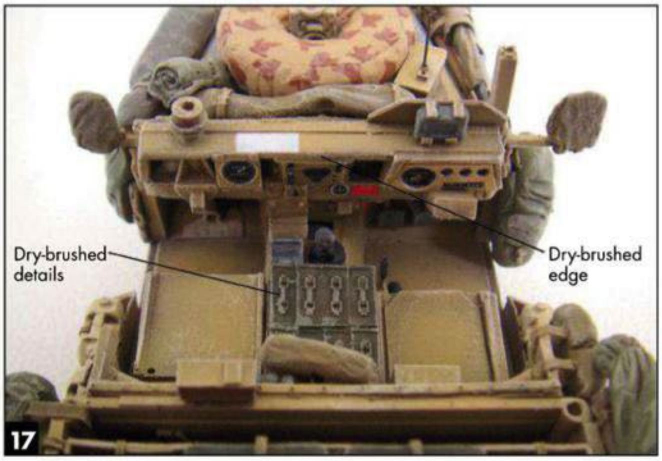
I agonized over what the camo color should be; there was a lot of variance in the photos I had. I finally chose a medium gray, U.S. Navy aggressor gray, over the tan base coat, **14**. I dry-brushed raised details and edges with flat gull gray. At this point, I generously over-coated with flat clear to protect the paint already applied from the hand-brushing that would follow.

Now switching from airbrush to hand-brushing, I touched up the tires and figures. Then it was time to paint the stowage, much of which had remained in my dark brown base coat. I think the water cans are now plastic, so I painted them radome tan to look a little lighter than the rest of the vehicle, **15**. A good dose of weathering will bring them closer to the color of everything else, but they'll still stand out a bit. The soft stowage is painted with khaki, faded olive drab, and olive drab. I tried to keep the items that are part of the vehicle in khaki, which seems to match photos. The other items I mixed up a bit, keeping like items (such as the crew's personal packs) the same color. The stick shift and extra fuel cans are flat black; ammo cans and various rocket launchers are all green drab.

Dry-brushing all these items will blend them back together a little, **16**, so I wanted color variety to distinguish details and replicate weathering and wear.

The kit provides a small but comprehensive decal sheet: placards, stencils, and instruments for the dashboard, **17**. They're fine, but I felt that just using a decal for the main dashboard wouldn't make it look three-dimensional. So, I made an overlay of .015" clear plastic sheet that offset the dials. I did this so I could easily lay it over the decal sheet and mark where to punch out the holes for each dial. I painted the panel the same tan as the rest of the interior and covered the dials with epoxy for glass.

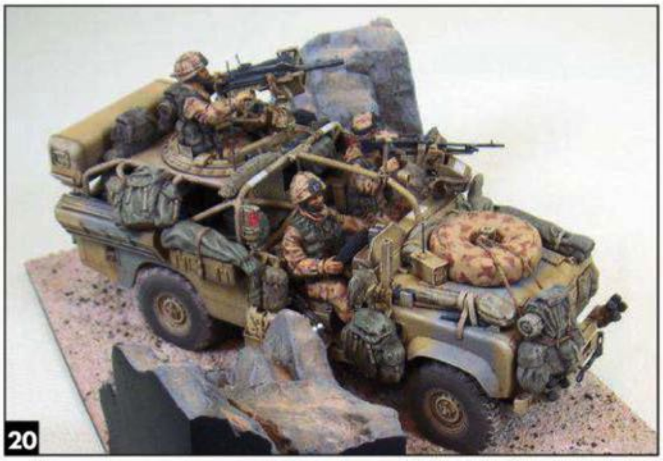
With the rest of decals in place, I gave the model a quick shot of flat coat and set



The kit's decal sheet mainly concerns the dash. Also, note how dry-brushing emphasizes edges and raised detail.

Now, a wash of burnt umber artist's oils deepens details and homogenizes the finish.

Painting the uniforms, Jim was careful to avoid duplication in the camouflage pattern on the same figure as well as among the three figures.



Light tan powdered pigments added a layer of dust overall. Then Jim was ready to glue the main weapon along with the figures. Possibly because of the painting since the last fit, the figures needed to be coaxed into position.

about dry-brushing; it took time because I used different dry-brush colors for each of the different colors on the model: Africa dunkelgrau for the darker greens; a lighter shade of the same for the lighter greens and khaki; sand for the tans; light gull gray for the camo gray area; and U.S. Army helo gray for anything black.

Overall, I try to go light on dry-brushing and rely on washes to help pick out details, **18**. The first was raw umber artist's oil. Looking at the results, I stopped — I'd gotten the effect I wanted.

Now I moved on to the figures, **19**. I found excellent photo references for modern British uniforms and gear. I just had to remember to paint no two figures the same.

After the camouflage, I dry-brushed each figure to add highlights. The flak vests are green drab. I made a point of painting the various pouches on the vests olive drab to vary the color a little. Then I dry-brushed both with Africa dunkelgrau. The hands and faces are base-coated with wood, and details are picked out with tan. A light wash of raw umber artist's oils, flowed into the recesses of the figures' hands and faces, accentuates details.

Final assemblies

After that, there wasn't much to do. I added a home brew of several pigments to the tires to get a light dust color. Pigments are a great way to make tires look realistically dusty.

Then I fitted the commander and driver. Oddly, neither fit quite right even though I'd spent a lot of time adjusting them early on. But a little more time with the hair dryer got them situated.

I glued the roll cage/weapons mount in place and attached the grenade launcher/figure, **20**, along with a couple of the kit's clear water bottles and personal weapons for the commander and driver.

Since the vehicle isn't very big, I kept the base small, too. I made the rocks with a rubber mold from Woodland Scenics; I use plaster of paris in the mold and mix in a bit of powdered paint from an art supply store, giving the rocks a realistic hue.

I sealed the rocks with a couple of clear coats. Then I added a light oil wash of raw umber and a little dry-brushing to bring out the details.

The ground is a mix of Fixall (a wall-repair product available at hardware stores), powdered paint, and good old sand from Huntington Beach (Surf City), Calif.

It was a tough build in the early going, but it turned out to be a ton of fun. **FSM**

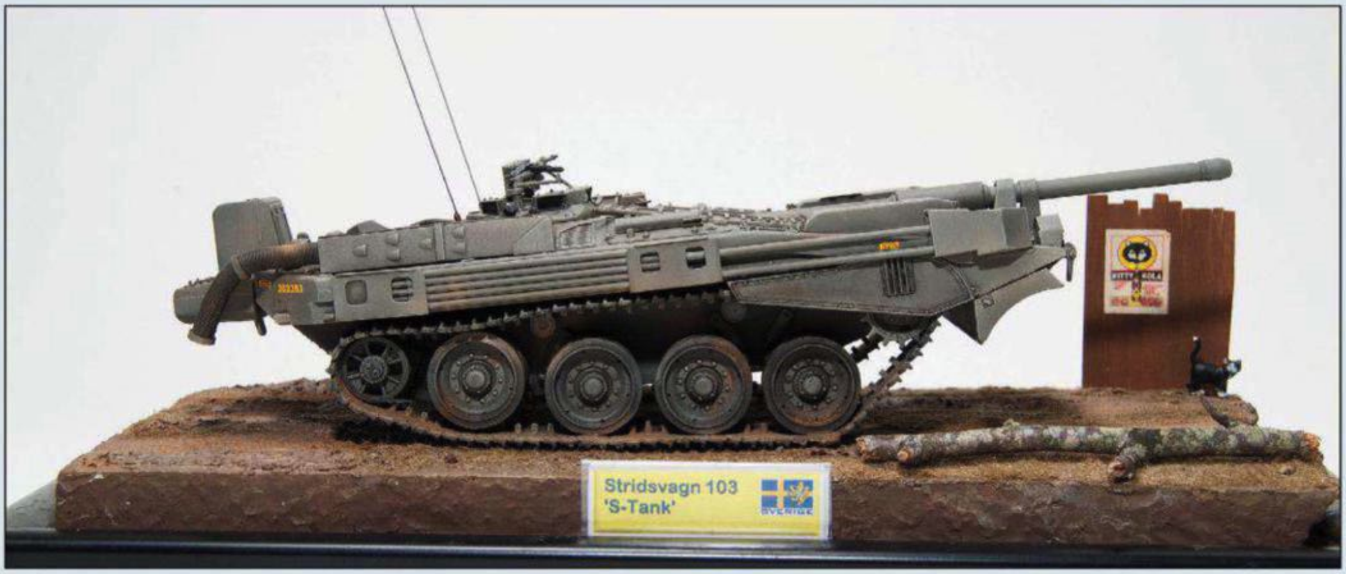
SOURCE

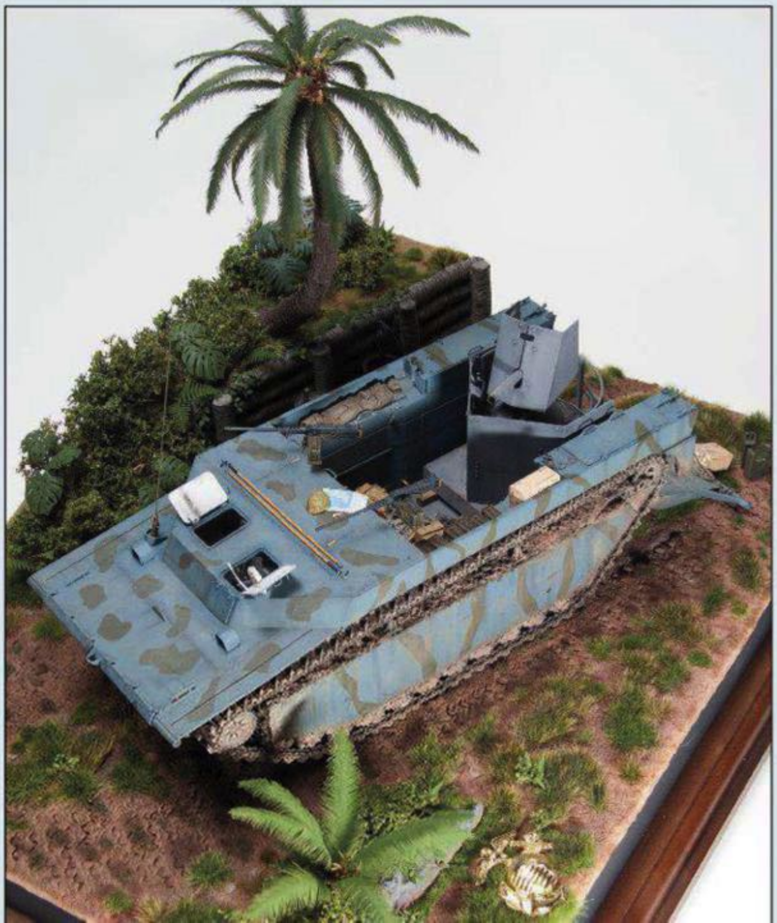
Military Land Rover: Development and in Service, by Pat Ware; Ian Allen Publishing, ISBN 978-0-7110-3189-0

Show Gallery

AMPS International 2013

Some of the best military vehicle modelers in the world traveled to Atlanta in April to attend the Armor Modeling and Preservation Society's annual international show. The three-day event featured hundreds of terrific models. *FSM* Associate Editor Aaron Skinner attended the show and shot a bunch of photos.





▲ DAVID DISCLAFANI
CANTON, GEORGIA
David modified the suspension on Trumpeter's 1/35 scale Strv 103 to show the Swedish tank's unique gun-elevation system. He painted the vehicle with Tamiya field gray over black pre-shading, then applied Mig Productions dark wash, dry-brushed with artist's oils, and dusted on Mig pigments. David added the cat and the soda advertisement in the background for his son, a cat lover, who was the project's inspiration.

◀ MARK CORBETT
ELKTON, MARYLAND
Using wire and styrene stock, sheet, and rod, Mark scratchbuilt a Mark I flame unit in the bed of Italeri's LVT-4 to model one of the few such vehicles used by the U.S. Marines during the Peleliu landings in 1944. He painted the vehicle with Tamiya and Vallejo acrylics, then weathered with artist's oil and enamel washes, Mig pigments, and a pencil for chipping and wear. "I would tell anyone, don't pass on a scratchbuilding project because it looks difficult," Mark says. "It may not be as hard as you think, and the enjoyment and rewards will outweigh any difficulties."

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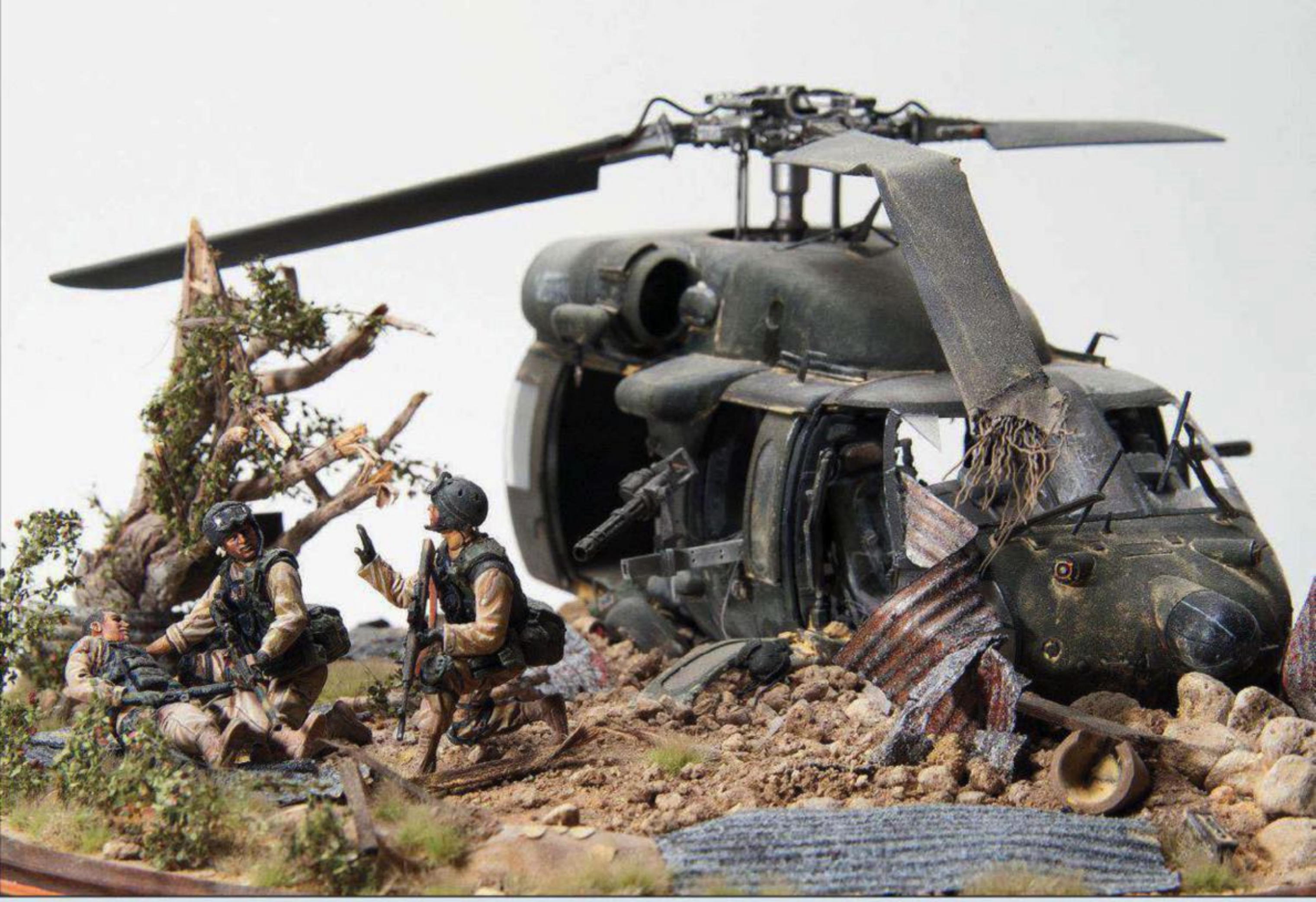
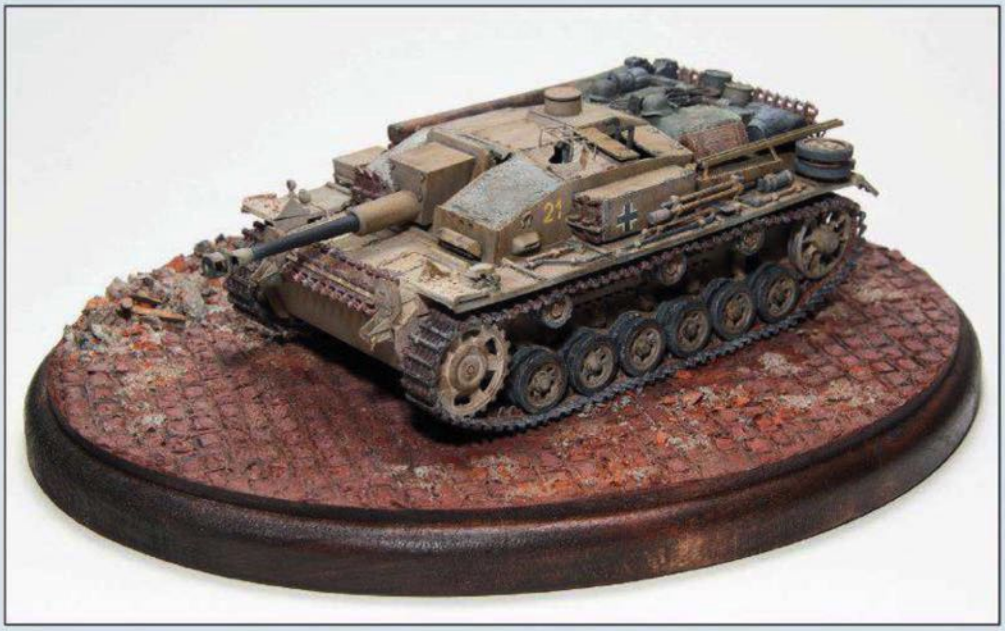
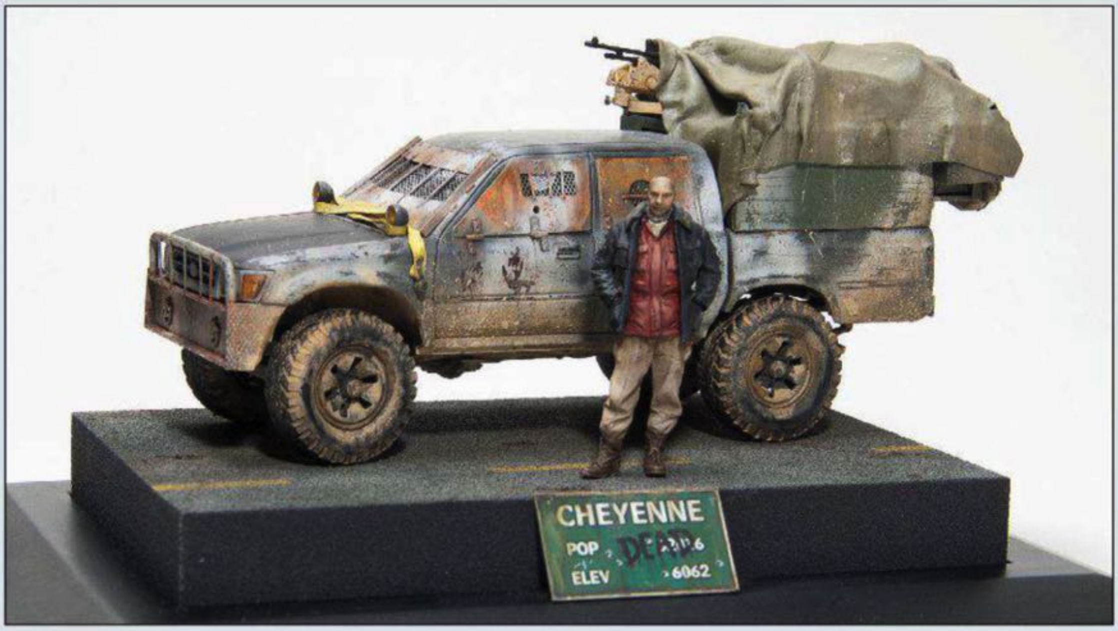


▲ ROBERT WALTMAN
NAVARRE, FLORIDA
Inspired by the books *In the Company of Heroes* and *Black Hawk Down*, as well as a painting by James Dietz, Bob built this 1/35 scale diorama, "Heroism's Higher Call." It shows the moments after Chief Warrant Officer Mike Durant's helicopter crash before his capture by Somali militiamen. Bob added a Cobra Company detail set to Academy's Black Hawk and painted with a mix of Tamiya acrylic NATO black and olive drab to model an MH-60. The figures from Verlinden and Dragon were modified with Apoxie Sculpt and painted with Vallejo acrylics. After chewing up the end of a rotor blade, Bob added Hudson & Allen thick grass for the shredded fibers.

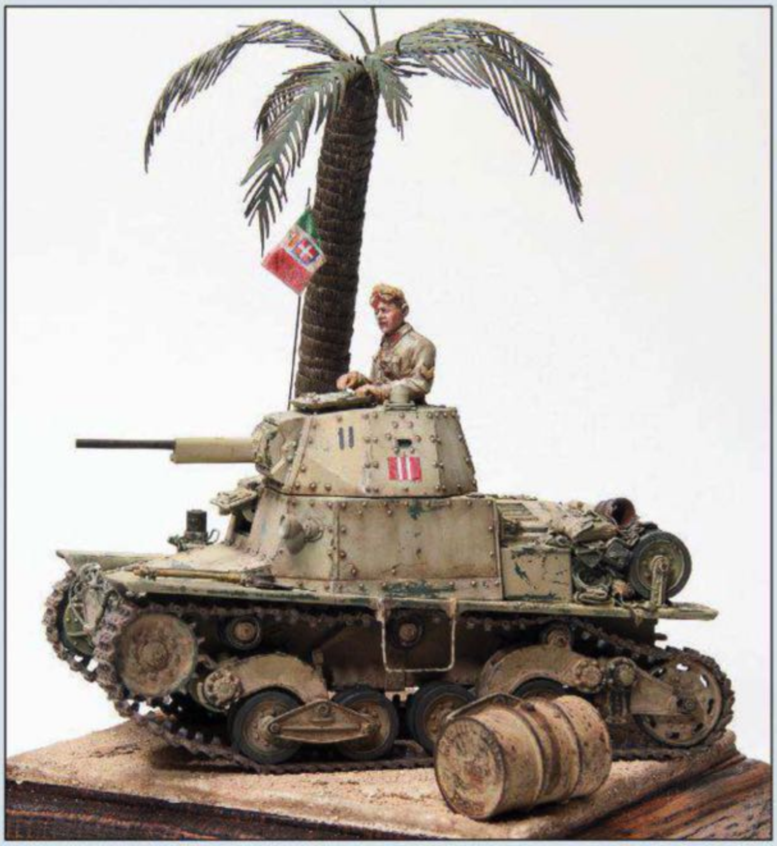


▲ BOB SMYNTEK
FAYETTEVILLE, NORTH CAROLINA
Bob set out to build a Sturmgeschütz illustrating many of the modifications made to the self-propelled guns while in service. His additions include: a protective cage over the gunsight; extra spare tracks and brackets; unditching logs and brackets; lots of stowage on the engine deck; wiring for the lights; modified fenders; and concrete armor on the casemate front. The model is finished with LifeColor and Model Master acrylic as well as craft paint, Testors enamels, Winton artist's oils, and Testors Dullcote.

Show Gallery

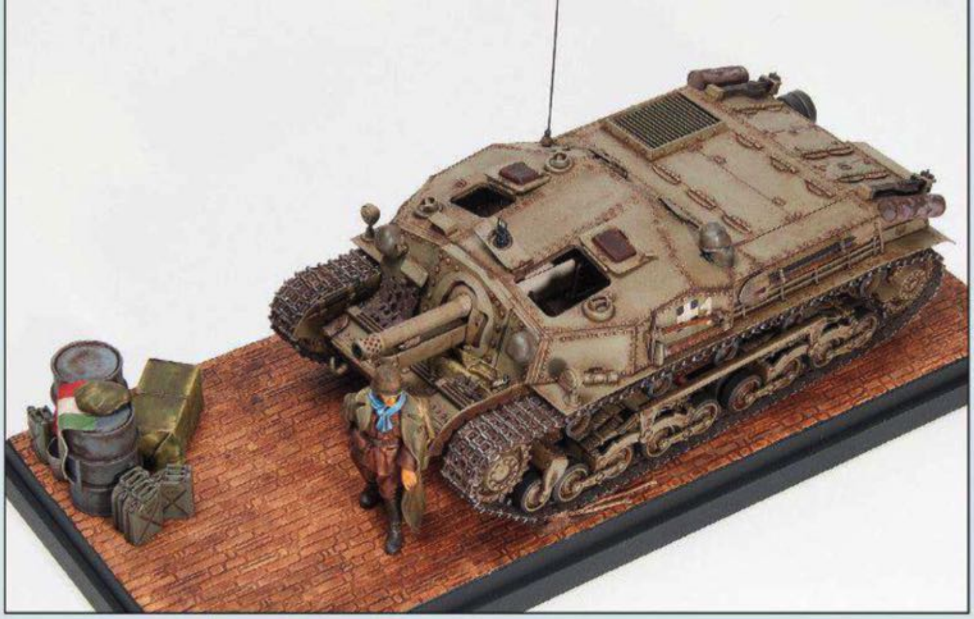


▲ KENNETH CHILDRES
SHERWOOD, ARKANSAS
Science fiction is a growing category at AMPS shows, and one of the vehicles on the tables was Kenneth's post-apocalyptic zombie-hunting conversion of Meng's 1/35 scale Toyota pickup. "This was by far the most fun I have had on a model in a very long time," he says. "It was pure freedom and creativity." After adding sheet-styrene armor to the doors and windows, and a styrene-box extension to the bed, he installed mesh for the view ports and scratchbuilt bumpers. He lifted the suspension and installed Tamiya Humvee tires, which fit perfectly on the kit wheels.

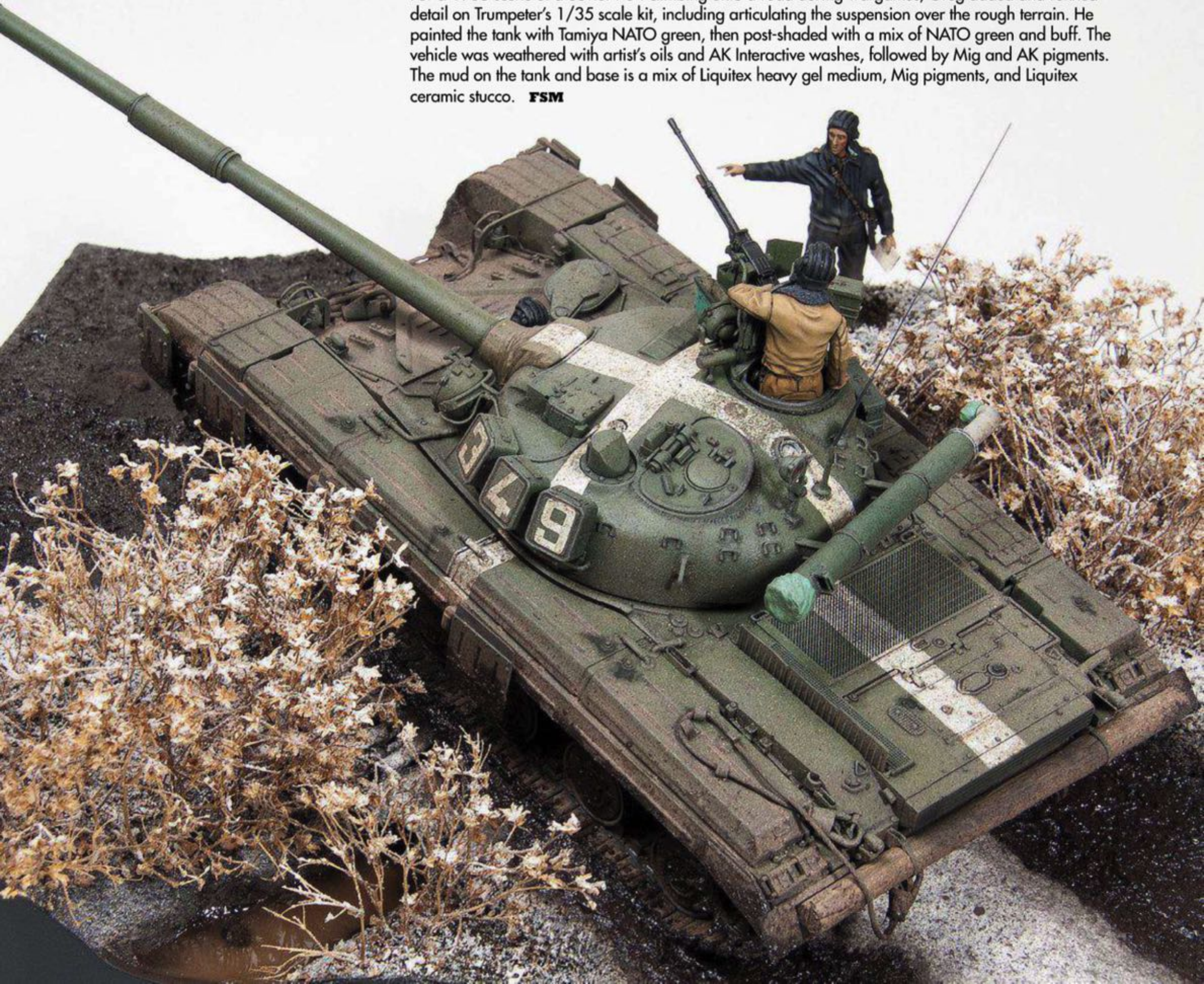


◀ DAVID FARRIS
ELKMONT, ALABAMA
David applied a base coat of Humbrol dark green enamel to Model Victoria's 1/35 scale resin L6/40 light tank, then covered it with AK Interactive's Heavy Chipping Effects fluid followed by a mix of Tamiya acrylics for Italian Sahara yellow. A wet brush chipped the yellow to reveal the green. Then David applied tan and yellow artist's oils to fade and blend the finish. Hornet's Italian tanker mans the turret as the tank rolls over epoxy-putty groundwork.

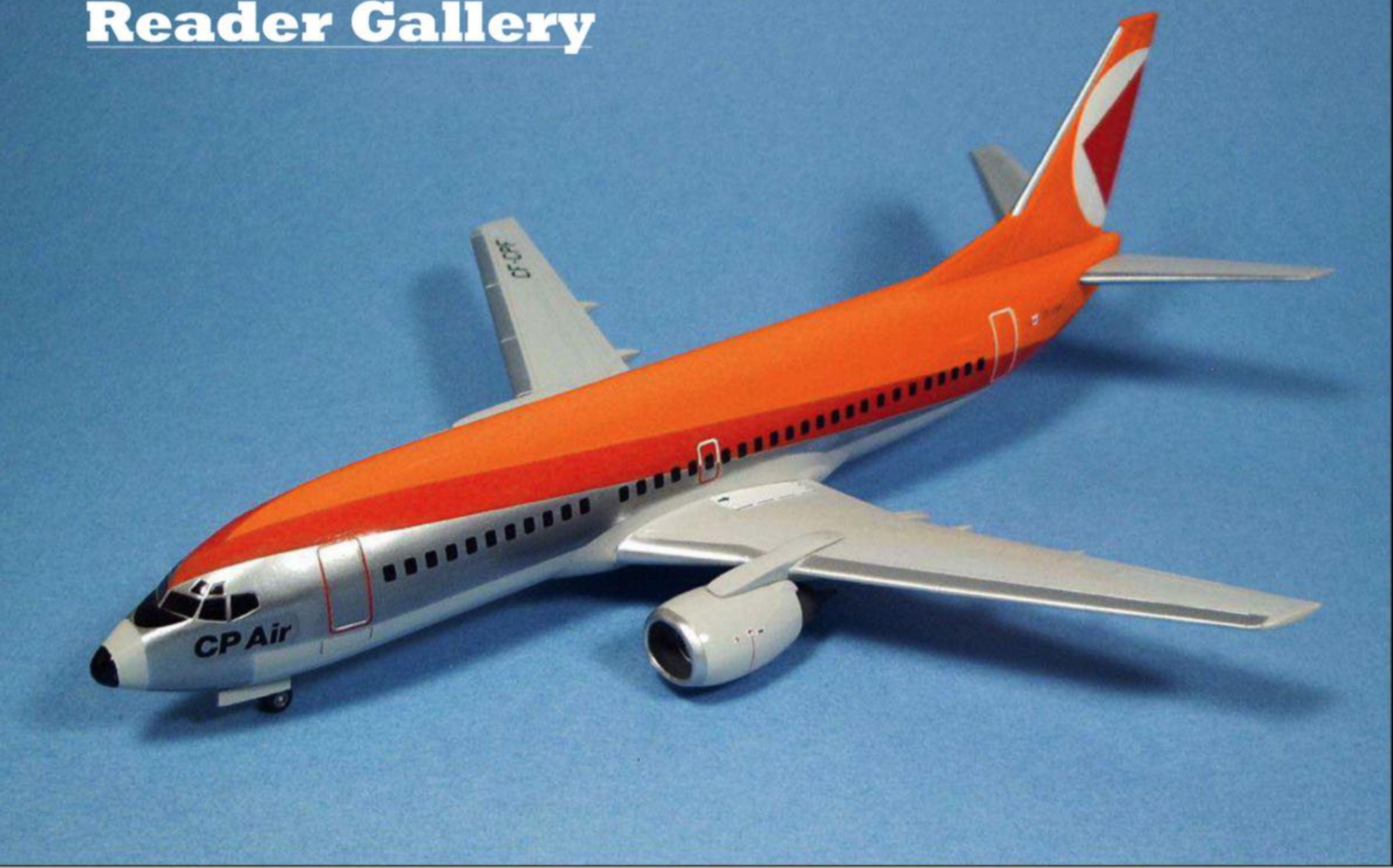
▶ HUGH W. DYARMAN
CARLISLE, PENNSYLVANIA
After scratchbuilding an interior for Bronco's 1/35 scale 40/43M Zrinyi II, Hugh airbrushed the Hungarian self-propelled gun with craft acrylics. They work well, but you have to thin them a lot more than model paint for airbrushing, he says. He emphasized details with washes of burnt umber craft acrylics, and even painted the Hornet figure with craft paint. For the tracks, he applied magnesium enamel followed by burnt umber washes and a rub with a graphite pencil for highlights.



▼ GREG HANCHUK
PARMA, OHIO
For a 1983 scene of a Soviet T-64 climbing onto a road during wargames, Greg added and refined detail on Trumpeter's 1/35 scale kit, including articulating the suspension over the rough terrain. He painted the tank with Tamiya NATO green, then post-shaded with a mix of NATO green and buff. The vehicle was weathered with artist's oils and AK Interactive washes, followed by Mig and AK pigments. The mud on the tank and base is a mix of Liquitex heavy gel medium, Mig pigments, and Liquitex ceramic stucco. **FSM**

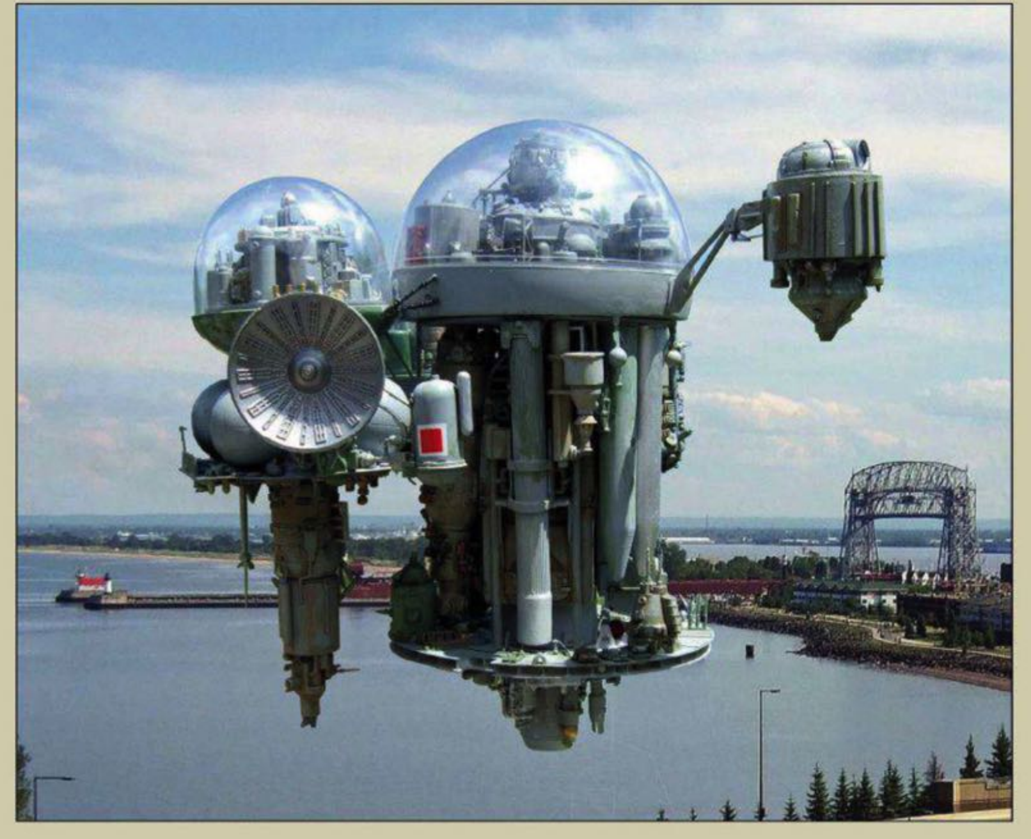


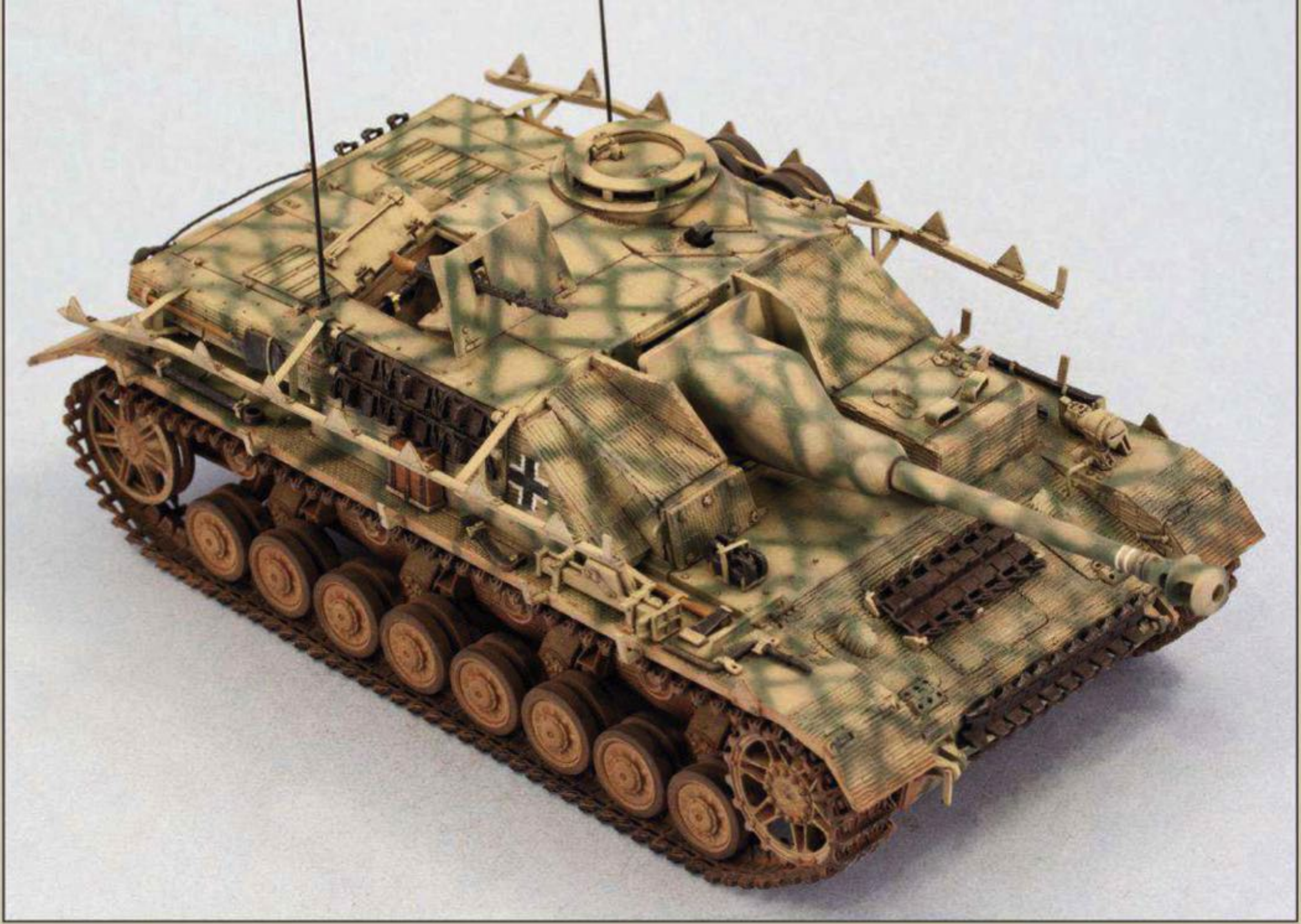
Reader Gallery



▲ MASSIMO SANTAROSSA
CALGARY, ALBERTA, CANADA
Massimo built Minicraft's 1/144 scale 737-300 and painted natural metal using Floquil bright silver polished out with SnJ powder. Microscale decals helped him put it in CP Air livery. "As a former Canadian Pacific pilot, I have a keen interest in my airline's history and aircraft," he says.

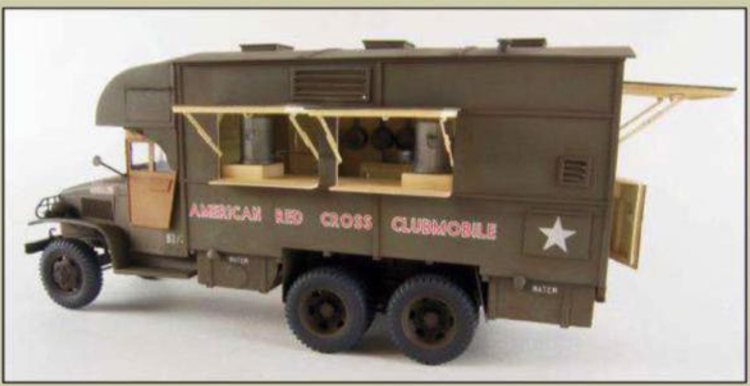
► STEVE RICE
DAIRYLAND, WISCONSIN
Steve likes to speculate on the future possibilities of cybernetics. He says, "Diving to the bottom of my extra-pieces bins, I came up with enough bits to assemble my great-great-grandson 500 years in the future." Parts of Steve's "progeny" include: a 6" clear dome and a large prescription bottle; a Revell "Armageddon" *Mir* space station; a Revell V-2; and, Steve says, "the rest is made of various car parts, test tubes, Ping-Pong balls, and all kinds of 'Star Wars' kit parts. Using various electromagnetic fields, he hovers over the Duluth/Superior harbor entrance."

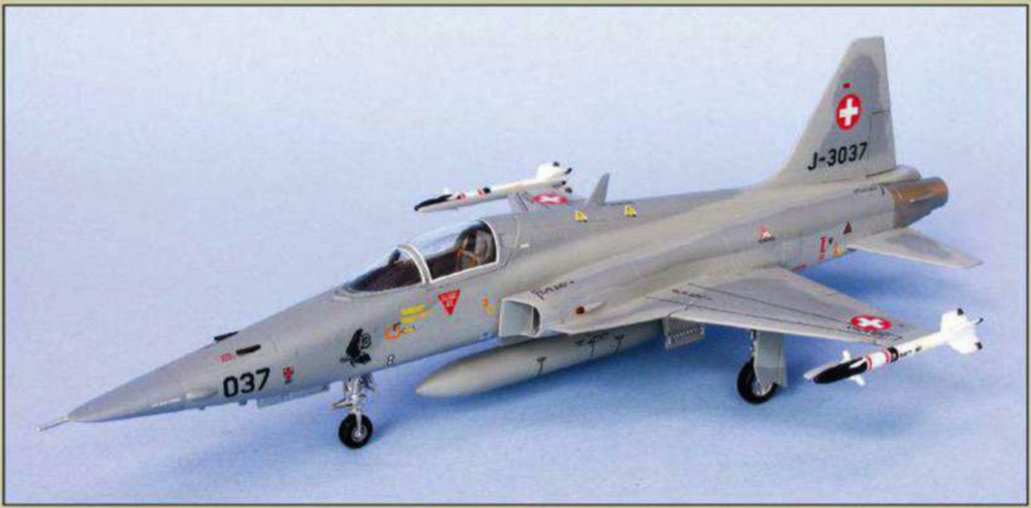




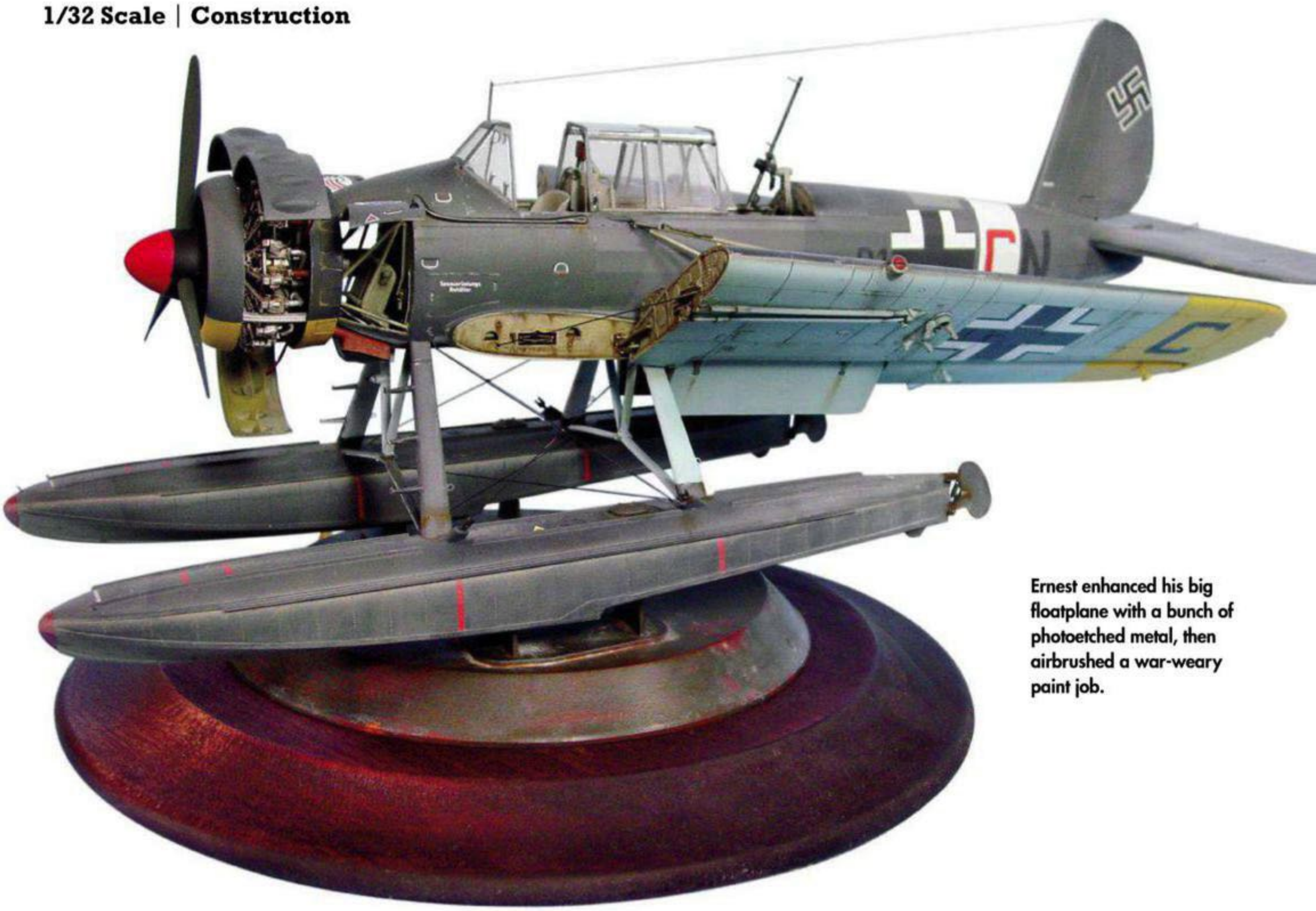
▲ BILL PLUNK
EL PASO, TEXAS
A frequent *FSM* author, Bill took a break from the rigors of writing to build Dragon's SdKfz 167 StuG IV (early) with Modelkasten tracks and Atak resin Zimmerit. He finished with Testors Model Master enamels, dot filters, and Mig pigments to replicate a vehicle in Normandy in 1944.

► CHRIS KRCO
ROCHESTER, MINNESOTA
Chris says, "I used the Tamiya GMC CCKW truck kit as the base and selected parts from Masters and CMK Clubmobile conversion kits. The Clubmobile cab shell and canvas cab doors are scratchbuilt from styrene sheet." He finished with Polly Scale acrylic paints and various pastel powders.





◄ THOMAS MUGGLI
VALLEY STREAM, NEW YORK
Italeri's 1/72 scale Northrop F-5E Tiger II is elegant in Swiss air force attire with decals from Matterhorn Circle. Thomas removed raised panel lines, scribed new ones, and detailed the cockpit and wheel wells with styrene bits and copper wire.



Ernest enhanced his big floatplane with a bunch of photoetched metal, then airbrushed a war-weary paint job.

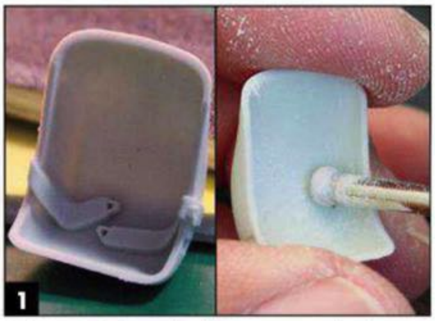
Detailing Revell Germany's big-scale Arado

Taking a Kriegsmarine floatplane over the top with photoetched metal and a nice finish

BY ERNEST URTIAGA

I'd seen images of Revell Germany's 1/32 scale Arado Ar 196 online, so, when I saw the kit at my local hobby store, I snapped it up. The detail is good, but I wanted to go all out. So, I acquired Eduard's Big Ed set for its photoetched-metal seat belts, interior and exterior details, as well as masks.

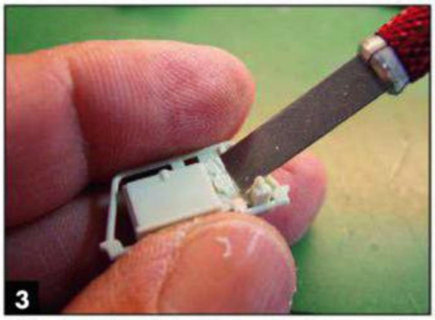
When working with expansive detail sets, I dry-fit everything. On this project, countless areas needed to be trimmed and fine-tuned, or the fuselage wouldn't have closed, leaving gaps to ruin my build. Even in 1/32 scale, patience, patience, and even more patience, along with a steady hand, go a long way toward producing extraordinary details.


1

Using a grinding wheel in a motor tool at low speed, and a steady hand, I carefully removed the kit's molded seat belts. A scraper and fine sandpaper finished the job in preparation for the Eduard photoetched-metal harnesses.

2

I removed the belts from the navigator/gunner's seat with a flat blade and sanding sticks.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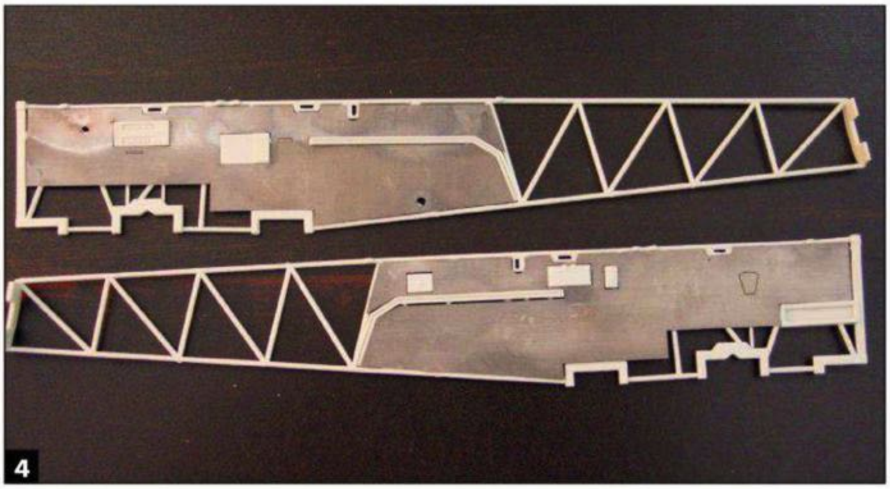
Following Eduard's instructions, I eliminated all molded instruments with a flat blade and sanding sticks. Always cut away from your fingers! I attached the colored photoetched metal after painting the cockpit.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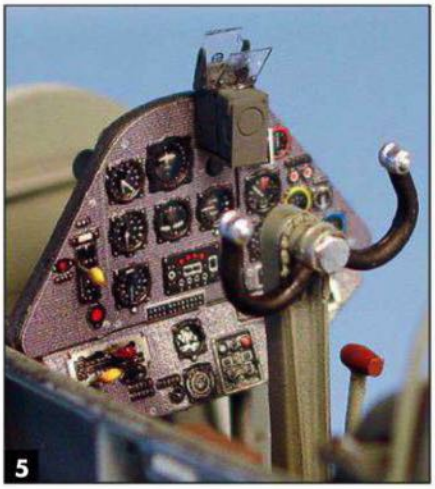
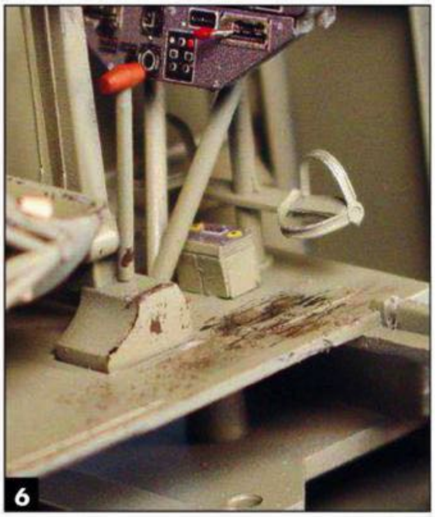
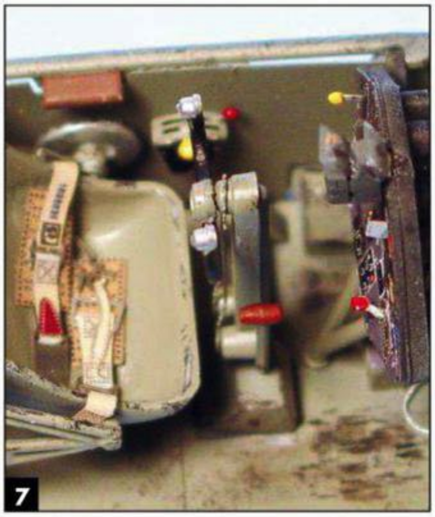
The Eduard set includes covers for the cockpit sides that obscure much of the framework detail, but I read that these covers were on the full-size Ar 196. Some details needed to be removed for the covers to fit.


5

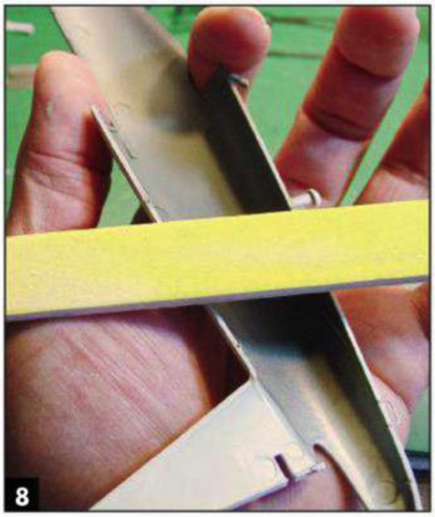
After priming the plastic with Floquil engine black and letting it dry for two days, I airbrushed the interior Polly Scale RLM 02 grau. Then, I attached the colored photoetched-metal panels and instruments.


6

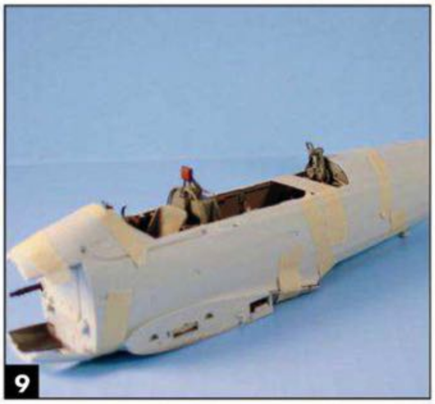
I applied a burnt umber artist's oil wash to the interior to deepen recesses. I scraped away some of the RLM 02 with the tip of a hobby knife to reveal the black primer and simulate wear on the floor and walls.


7

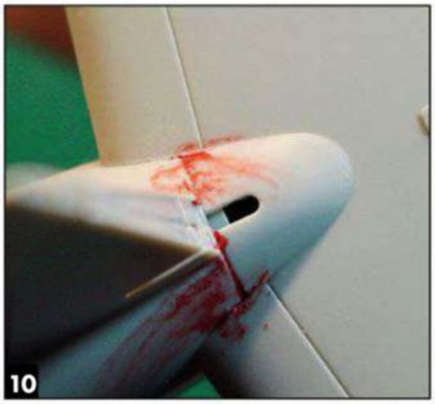
To make the photoetched-metal control knobs look less two-dimensional, I applied a drop of white glue to each of them and painted the knobs red or yellow after they dried.


8

To ensure a good bond, I sanded the fuselage halves. I also dry-fitted the cockpit several times, refining its position to make sure the fuselage closed tight.


9

After everything checked out, I taped the fuselage together and ran Tenax liquid cement along the seams with a Touch-N-Flow applicator to secure the halves.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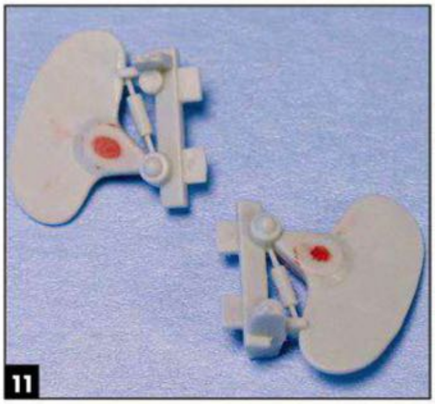
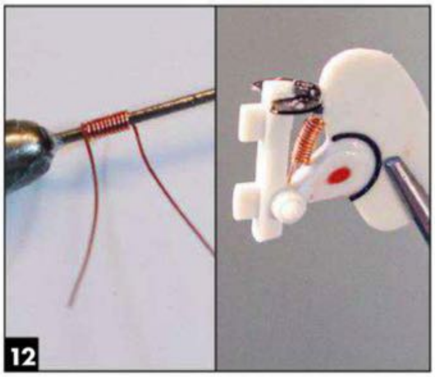
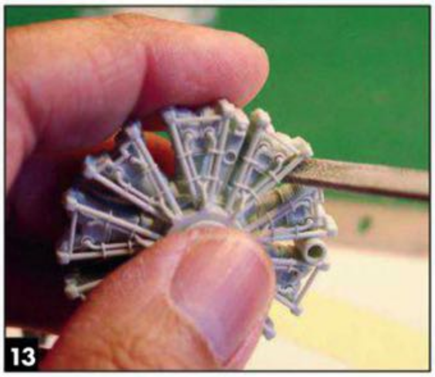
I filled a few minor gaps with super glue and Bondo Glazing and Spot Putty. The latter is inexpensive, dries fast, and sands extremely smooth.


11

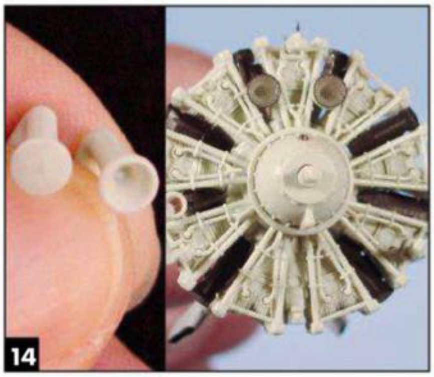
I planned to model my Arado with wings folded, so I chose the retracted rudders for the floats. I filled minor sink marks with Bondo, then cut off the solid-molded springs.


12

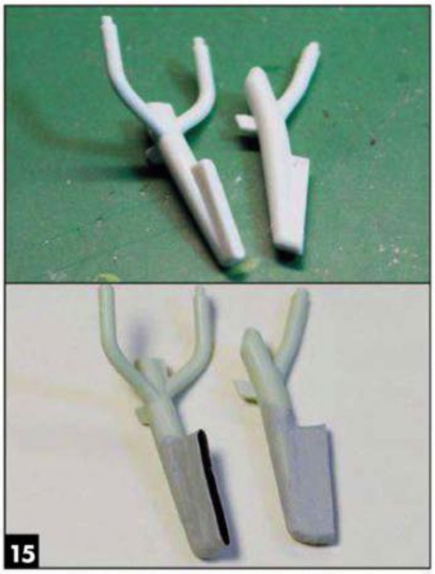
I wrapped fine copper wire tightly around a pin to make replacement springs, then attached the springs and Eduard details to the rudder assemblies. Also, I installed a lead sinker in the nose of each float to keep the tail up.


13

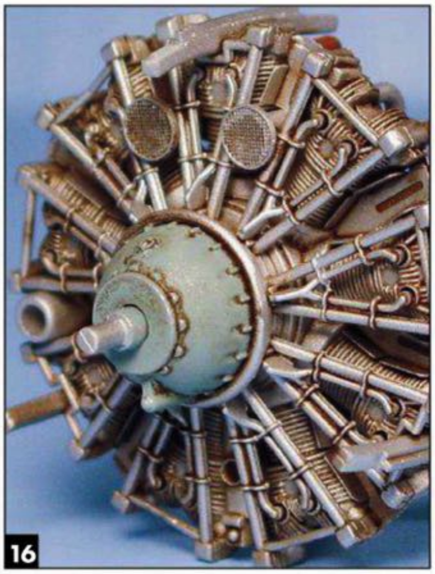
To clean up seams on the BMW 132 engine and make room for Eduard's photoetched-metal heat shields, I carefully filed the spaces between the cylinders.


14

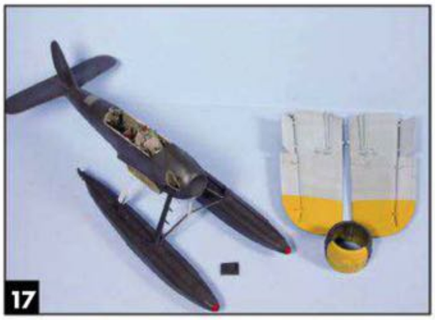
I hollowed out the solid, horn-shaped air intakes, carving the inside taper with a small, curved blade (left). Photoetched-metal screens finished the intakes (right).


15

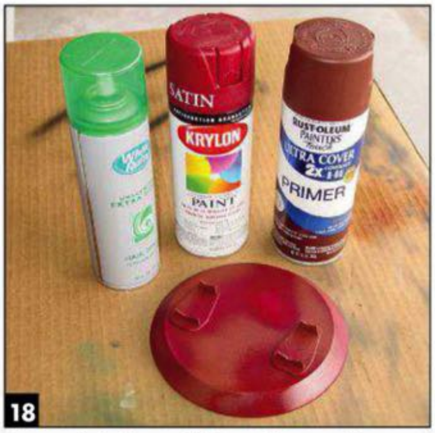
I replaced the solid ends of the molded exhausts with openings made from wine-bottle lead foil. Several applications of Mr. Surface 500 blended the plastic and metal.


16

I painted the engine with Tamiya acrylic aluminum, the exhausts rust, then applied a wash of black artist's oils to emphasize detail. Burnt umber pinwashes added grime, oil, and grease stains.

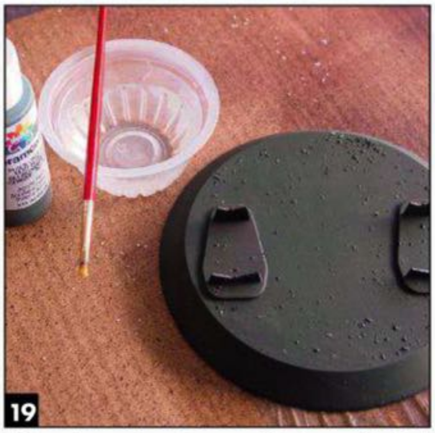

17

After priming the subassemblies with Floquil engine black, I airbrushed Testors Model Master RLM 73 grün enamel. The next day, I masked the splinter camo and sprayed Model Master enamel RLM 72 grün. I used Humbrol enamel RLM 65 hellblau for the undersides, and Model Master RLM 04 gelb under the wingtips and cowl.



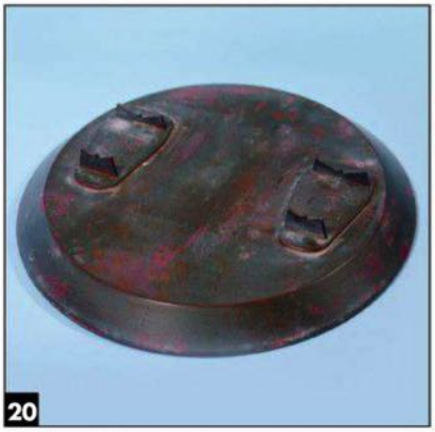
18

I sprayed the base with Rust-Oleum red brown primer, then applied a generous layer of hairspray and sprinkled on a little table salt.



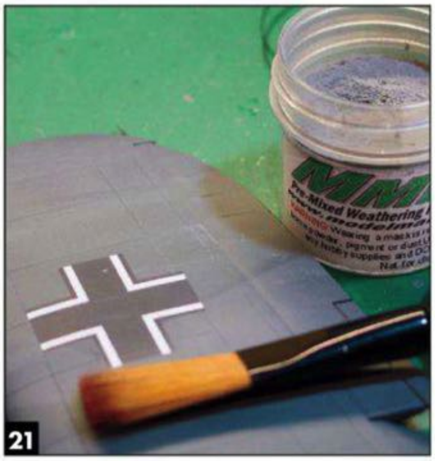
19

A few minutes later, I sprayed the base with dark green acrylic craft paint. After painting, the base will be attached to a round, wooden plaque with wood screws.



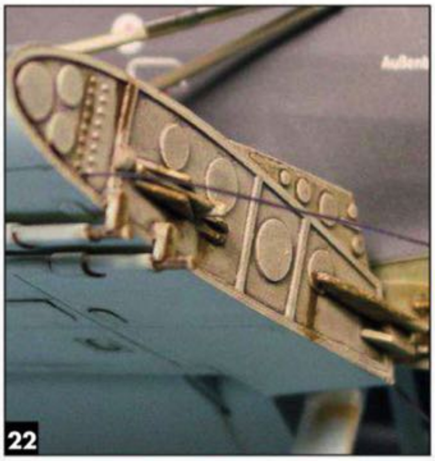
20

I used a stiff brush and warm tap water to erode the green paint and expose the primer, producing a rusty, weathered appearance. I enhanced the weathering with orange oil-paint washes.



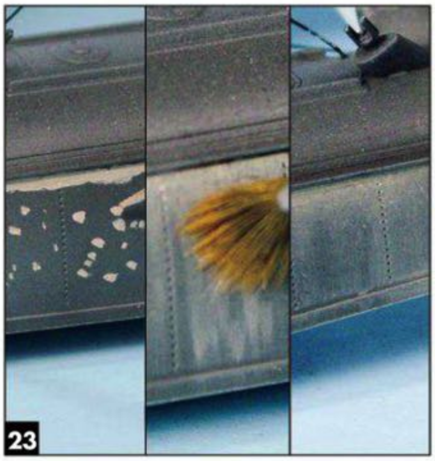
21

I find that applying Pledge Future floor polish with a wide, soft brush works better than airbrushing, producing a glass-smooth finish without brush strokes. After I brushed on Future, I added the decals. Weathering started with a pinwash of dark brown oils to the panel lines. Then, I applied gray MMP weathering powder to simulate fading.



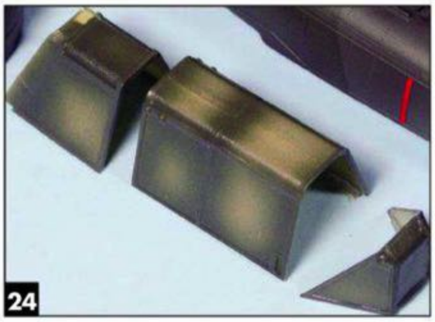
22

To emphasize details around the wing-fold mechanisms, I hit them with a burnt umber oil wash. Then, I mixed black and brown oil paints to simulate grease and grime. I finished by dry-brushing RLM 02 grau for highlights.



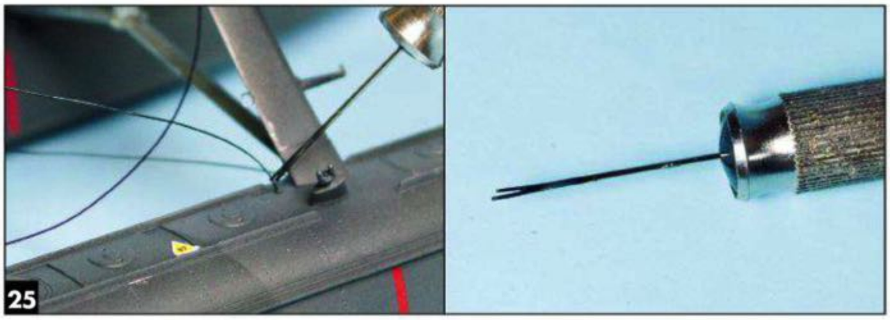
23

To simulate seawater stains on the pontoons, I applied a mix of white and brown artist's oils with a thin brush, then streaked them down with a dry, wide brush to blend and feather the effect.



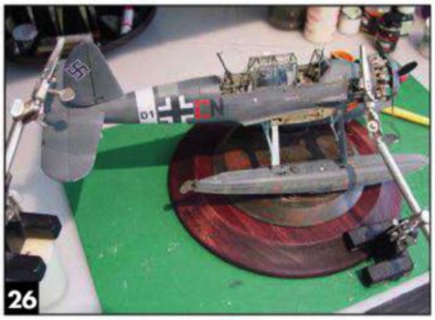
24

Each of the three canopy sections is constructed from three parts. To make sure the alignment was right, I assembled them with Testors Clear Parts Cement and tacked them in place on the model with tape while the cement set. Then I masked and painted them off the fuselage.



25

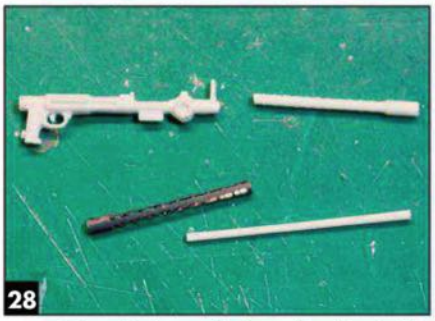
I rigged the pontoons with .028mm monofilament, coloring it with a black Sharpie and securing it with super glue (left). I used a sewing needle with the eyelet cut open, held in a pin vise, to accurately apply the adhesive (right). Heat from a hairdryer tightened the lines.


26

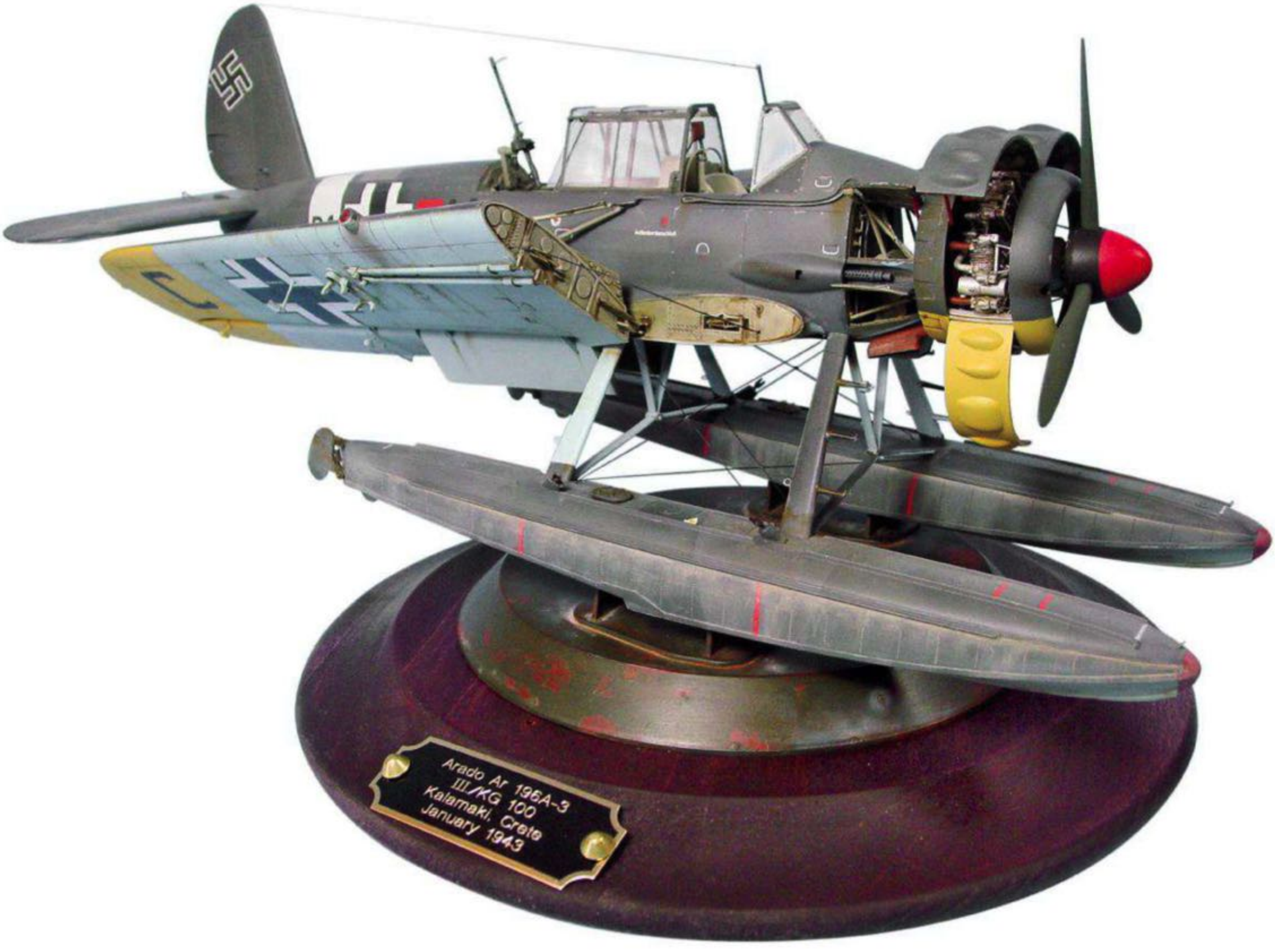
To glue on the antenna wire, I stretched monofilament across the masts with a couple of "extra-hands" clamps, then applied a drop of super glue at each point.

27

The same clamps proved useful for posing cowl hatches and doors open.


28

To use Eduard's photoetched-metal cooling jacket for the rear machine-gun, I shaped it around a small drill bit. I replaced the kit barrel with stretched sprue, drilled out the muzzle, and painted the gun with Humbrol Metalcote polished steel that I buffed with an old T-shirt.



After attaching the wings, I cut monofilament for the cables and glued them to the fuselage. Once the the last bits and pieces were installed, including a scratchbuilt pitot tube, I super glued the Arado to its base. A metal nameplate finished the display. **FSM**

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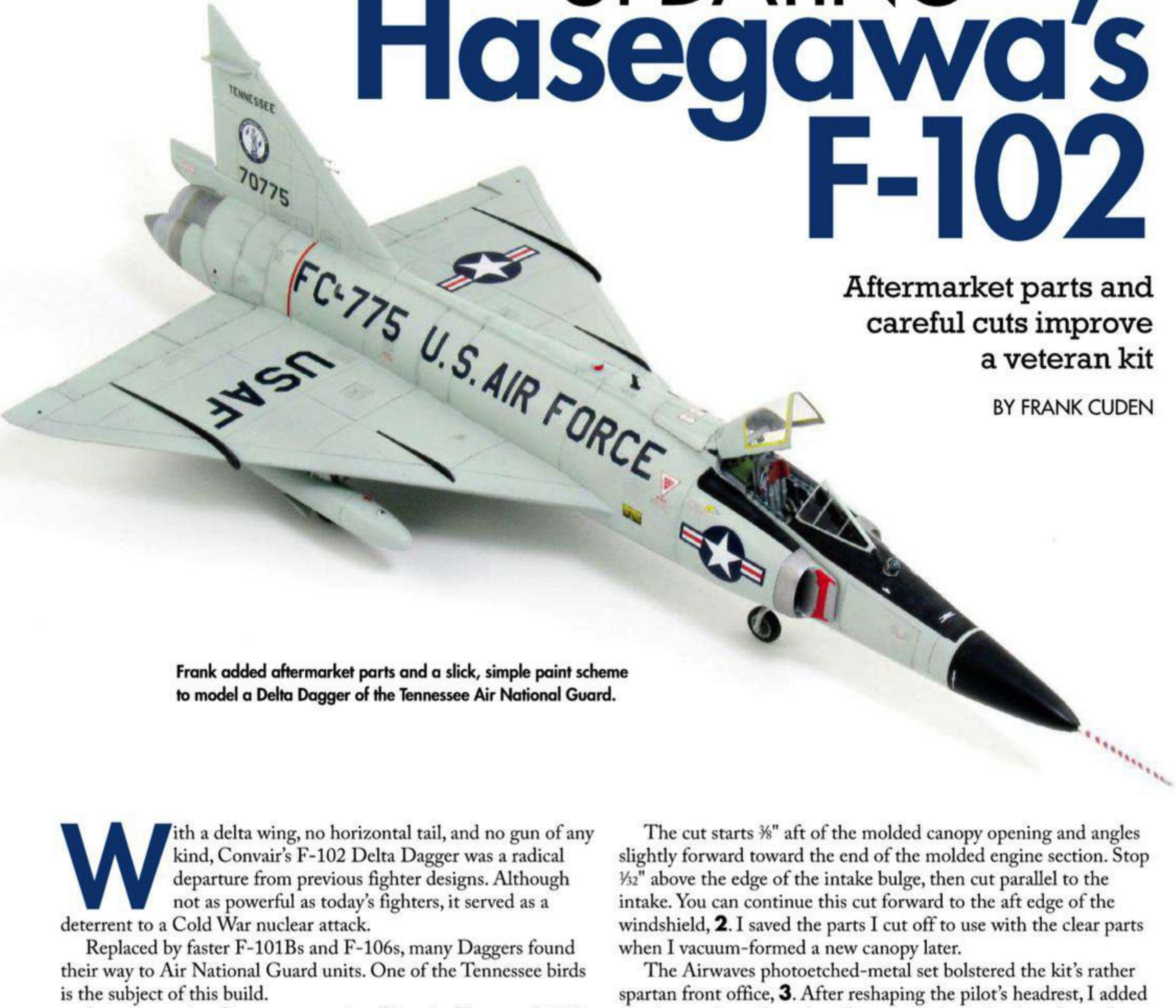
UPDATING Hasegawa's F-102

Aftermarket parts and careful cuts improve a veteran kit

BY FRANK CUDEN



Frank added aftermarket parts and a slick, simple paint scheme to model a Delta Dagger of the Tennessee Air National Guard.

With a delta wing, no horizontal tail, and no gun of any kind, Convair's F-102 Delta Dagger was a radical departure from previous fighter designs. Although not as powerful as today's fighters, it served as a deterrent to a Cold War nuclear attack.

Replaced by faster F-101Bs and F-106s, many Daggers found their way to Air National Guard units. One of the Tennessee birds is the subject of this build.

Longer ago than I care to remember, I bought Hasegawa's 1/72 scale kit, the only game in town at the time. It sat and sat until Draw Decal started releasing decals for Air Guard birds. While there are many colorful schemes for F-102s, I decided less was more and opted for a rather plain Tennessee Air National Guard aircraft. I figured I'd spend more time detailing the model than masking and painting.

Canopy correction and cockpit

I wanted to pose the canopy open, but Hasegawa made it difficult. The kit's one-part canopy accounts for the windshield and canopy but not most of the frame; the largest section of the frame is molded as part of the fuselage halves.

Based on drawings in a Bert Kinzey book, I removed the area behind the cockpit with a razor saw, **1**.

The cut starts ⅜" aft of the molded canopy opening and angles slightly forward toward the end of the molded engine section. Stop 1⁄32" above the edge of the intake bulge, then cut parallel to the intake. You can continue this cut forward to the aft edge of the windshield, **2**. I saved the parts I cut off to use with the clear parts when I vacuum-formed a new canopy later.

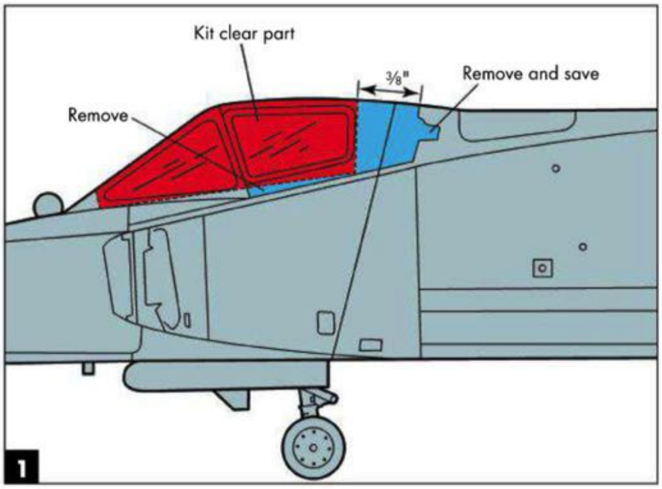
The Airwaves photoetched-metal set bolstered the kit's rather spartan front office, **3**. After reshaping the pilot's headrest, I added purple metal panels to the side consoles, bent the throttle quadrant to shape, and attached it and the main panel. I made an oxygen hose by wrapping fine wire around heavier gauge wire, trimmed it to length, and added it to the seat's left side. Lastly, I added details to the seat and side walls.

The rest of the airframe

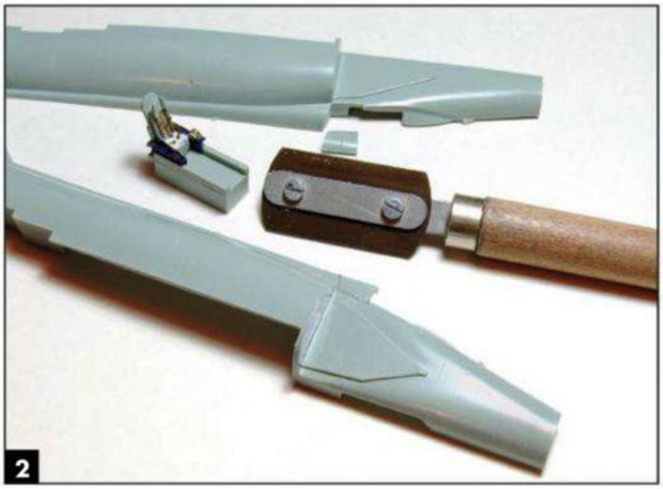
I wanted to model the weapons bay closed — not an option on the Hasegawa kit — and Lone Star Models makes a resin plug to fill the void, **4**.

Using .005" styrene sheet, I made replacement doors for the upper electronics compartment and attached them behind the cockpit. A quick outline with a drawing pencil accented their shapes.

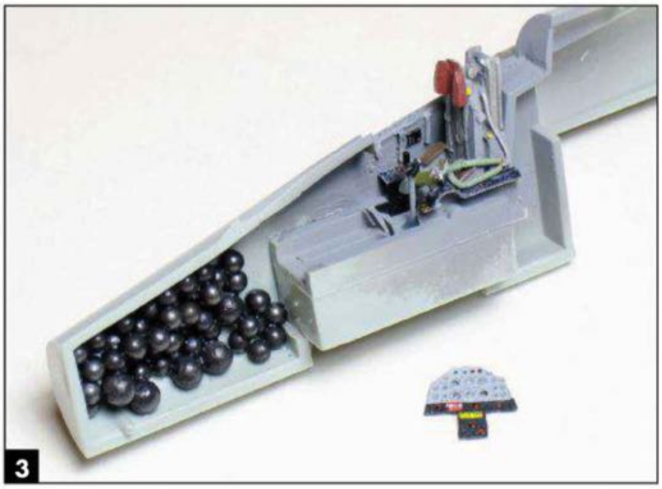
Ace Hardware patching plaster filled gaps behind the leading



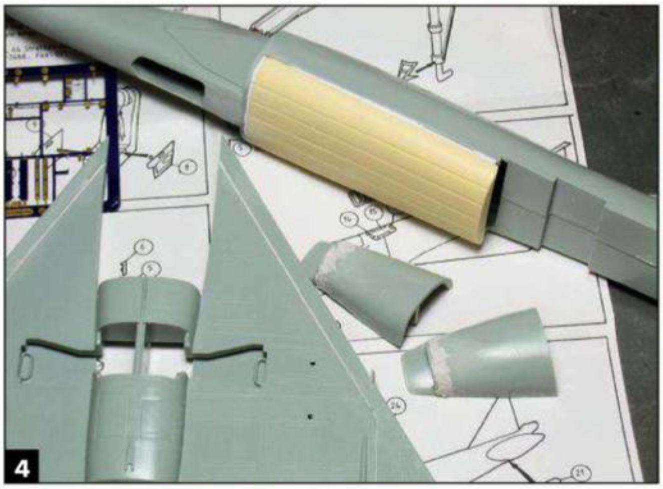
1 The sections marked in blue need to be removed to correctly model the canopy open.



2 Frank carefully removed the sections on each fuselage half with a razor saw and saved the parts to make a replacement canopy.



3 Using photoetched-metal parts from Airwaves, Frank dressed up the kit's almost featureless cockpit. Note the weights to keep the nose down.



4 With careful shimming, trimming, filling, and sanding, Frank closed the weapons bay with a resin part from Lone Star Models.

edges under the airframe. I used Squadron white putty to fill seams in the intakes, **5**.

I gave the model a good rubdown with fine steel wool, diminishing, but not erasing, the raised rivets and panel lines, **6**.

Painting

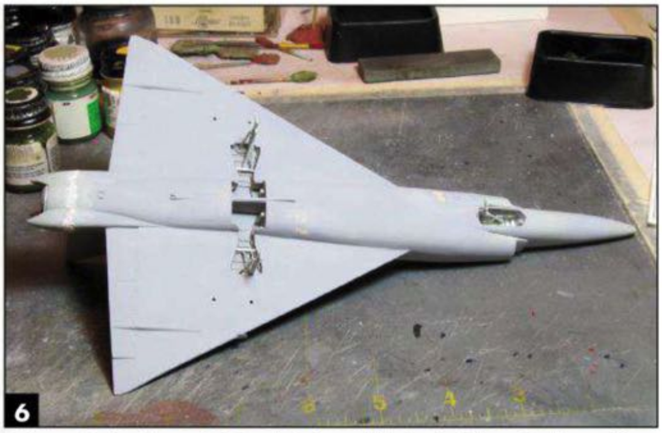
I base-coated the model in Testors Air Defense Command gray. Then I masked the wheel wells and sprayed them interior green. The tail cone is painted Alclad II semigloss aluminum and duralumin, **7**. I misted thin Tamiya clear blue and clear orange to simulate heat effects on the exhaust.

I let the paint dry for several days before adding panel lines using a soft artist's pencil and a light touch, **8**. It does a great job of breaking up all that gray. An airbrushed coat of Floquil Crystal Cote sealed the finish and allowed me to handle the model without smearing the graphite lines.

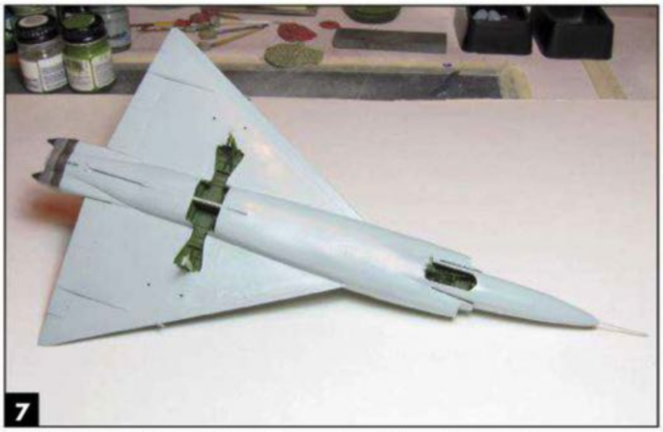
Tennessee's F-102s had black boundary-layer wing fences. A quick masking session and airbrush blast with Floquil engine black covered those as well as the nose.

Finally, I masked and sprayed the intake lips Alclad II aluminum, **9**. I used plastic wrap as a fill-in mask and barrier when handling the model; it prevents overspray and grunge buildup from continuous handling.

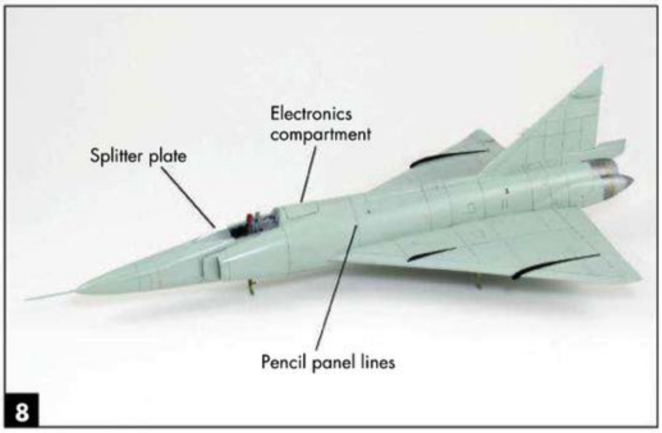
5 The venerable Hasegawa kit required filler in several places to get the airframe blended and smooth.



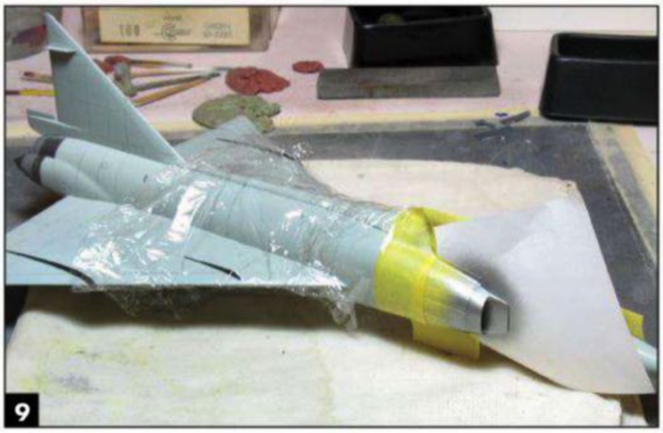
Before priming the model, Frank lightened the look of the raised panel lines and rivets by working the surface with fine steel wool.



Frank airbrushed the airframe Testors Air Defense Command gray, then painted the gear bays with his own mix for interior green.



After adding a sheet-styrene splitter in front of the cockpit, Frank painted the wing fences and exhaust. He highlighted panel lines with a pencil.



Frank masks with tape and plastic wrap when airbrushing details like the intake lips.

Draw Decal provides the black shapes for the anti-glare panel and the intake-shoulder nonskid area. I discovered later that the anti-glare panel decal was too narrow; additional black decal stock saved the day.

I employed a little "imagineering" to add detail to the wheel wells with wire and styrene, **10**. Some F-102s retained the original red tail hooks, so I exercised a little poetic license and painted mine that way, pretending it had escaped the change to black-and-white stripes.

Decals

I complemented the Draw Decal markings with stencils from an old Microscale F-102 sheet, **11**. Before application, they received a coat of Microscale Liquid Decal Film to guard against the possibility of the old decals shattering.

I airbrushed the pitot tube with Testors white enamel and wrapped a thin red decal around it, barber-pole fashion.

Final details

I glued the clear canopy to the parts I cut from the fuselage to form a master over which I vacuum-formed a new canopy, **12**. To reinforce the bond parts, I glued styrene stock inside the mated canopy sections. The strips doubled as extensions in back of the canopy.

The hole for the nose-wheel axle goes all the way through the wheel, so I punched out a cap from styrene and painted it red.

I made a hydraulic piston for the canopy with styrene tube and metal rod. An OptiVisor helped me hand-paint the yellow seal around the canopy frame, **13**. I added fins to the drop tanks with .005" sheet styrene. The wing tanks had small fins not provided in the kit; I added them with .005" sheet styrene.

I made the IR sensor ball on the nose with a piece of buckshot coated only with Tamiya clear blue. The support was made from a plastic tube, sectioned and cut in half with the upper edges rounded.

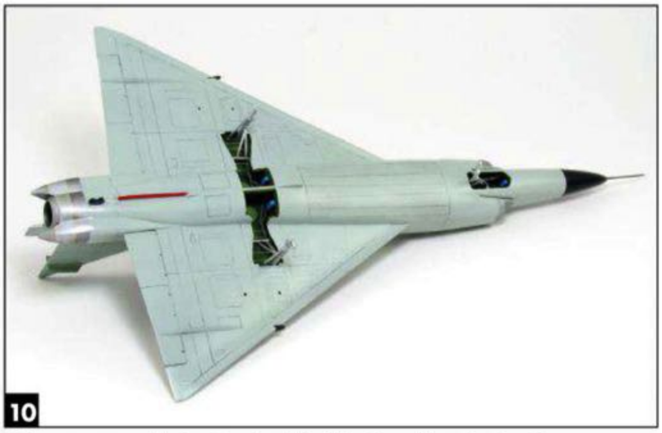
I punched out two plastic discs and sandwiched a section of a clear, red Lite-Brite peg to form the retractable rotating beacon on the spine. I added a small UHF blade antenna and its base mount, made from styrene and painted black, forward of the beacon.

Light pastel smudging and shading was applied to panel centers; I outlined larger panels with medium gray pastel powder.

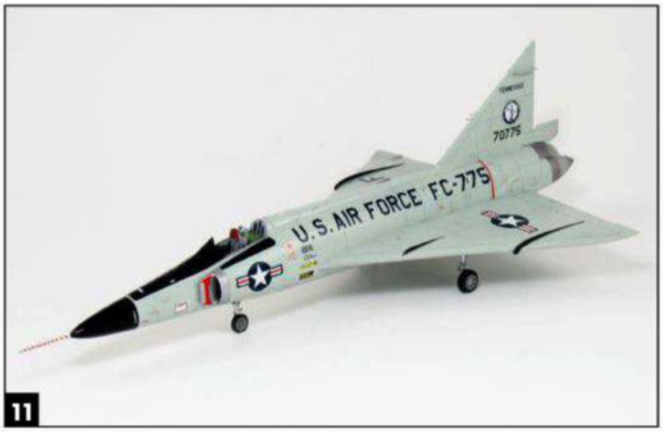
Conclusion

Sometimes, near the end of a long build, modelers just want to get the finished model off of the bench and move on to a new project. That's when errors and omissions occur. Taking time to review your work will ensure you haven't neglected any steps. After giving the model and instruction sheets a final once-over, I confirmed I had achieved all I set out to accomplish.

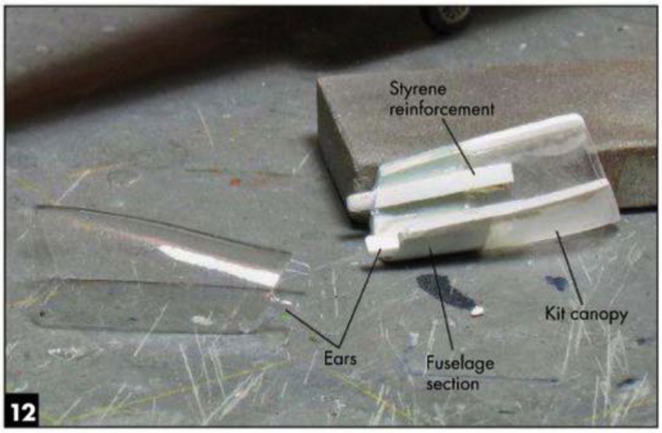
The Hasegawa kit F-102 stands the test of time, and it was nice to eliminate one of those "shelf-sitters" from the stash. As I finished this project, Meng released a new 1/72 scale F-102. Once again, my building an older kit has resulted in a new, state-of-the-art kit being produced. That's about the third time this has happened to me! **FSM**



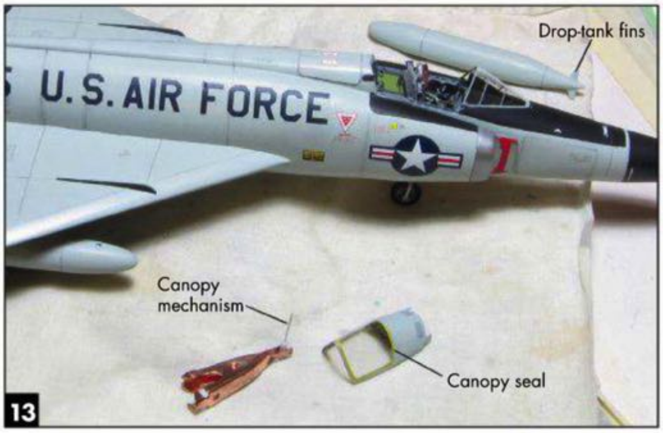
Using styrene and wire, Frank added details to the wheel wells.



The Draw Decals Tennessee ANG markings were enhanced with stencils from an old Microscale sheet.


Styrene reinforcement
Ears
Fuselage section
Kit canopy
12

Frank glued the kit canopy to the fuselage section he removed at the beginning of the build, reinforcing it with styrene stock and the vacuum-forming a replacement.


Drop-tank fins
Canopy mechanism
Canopy seal
13

Frank scratchbuilt a hydraulic armature for the canopy and fins for the drop tanks, and hand-painted the windshield seal.

SOURCES

Resin weapons-bay plug, Lone Star Models (No. LSM 70416), www.lonestarmodels.com

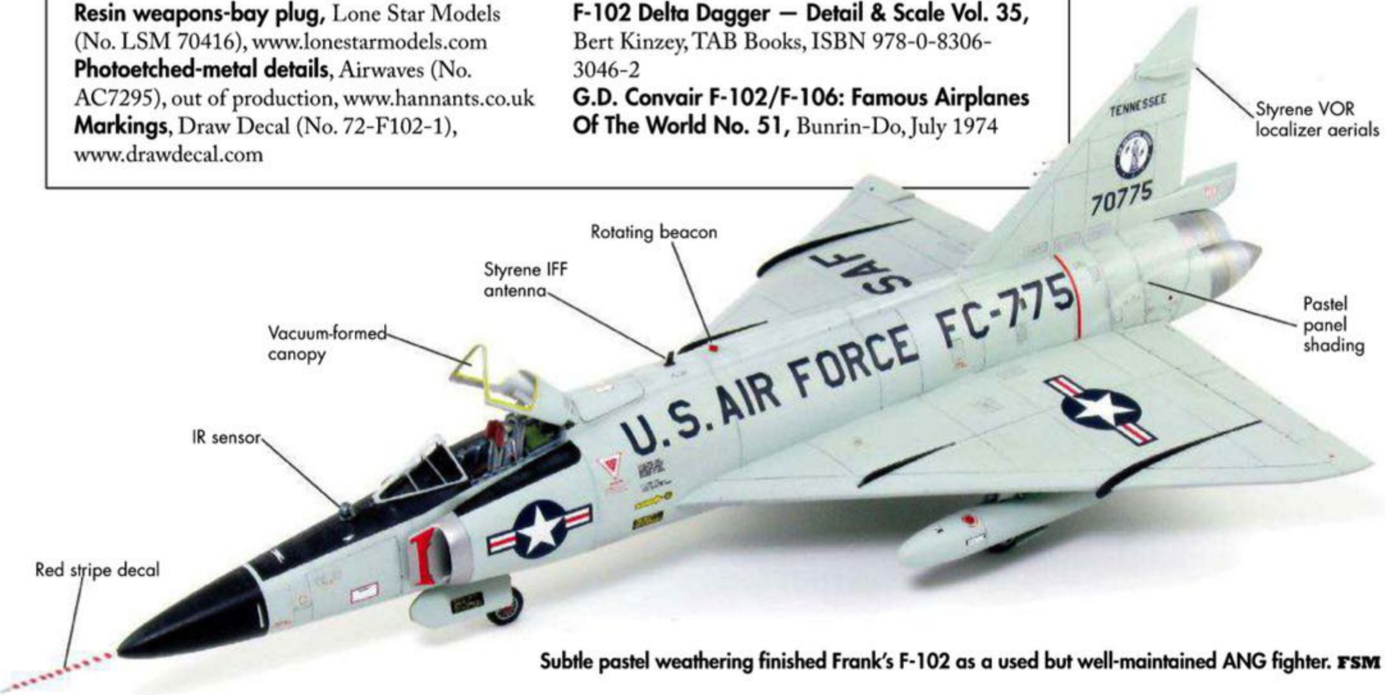
Photoetched-metal details, Airwaves (No. AC7295), out of production, www.hannants.co.uk

Markings, Draw Decal (No. 72-F102-1), www.drawdecal.com

REFERENCES

F-102 Delta Dagger — Detail & Scale Vol. 35, Bert Kinzey, TAB Books, ISBN 978-0-8306-3046-2

G.D. Convair F-102/F-106: Famous Airplanes Of The World No. 51, Bunrin-Do, July 1974


Styrene VOR localizer aerials
Rotating beacon
Styrene IFF antenna
Vacuum-formed canopy
Pastel panel shading
IR sensor
Red stripe decal

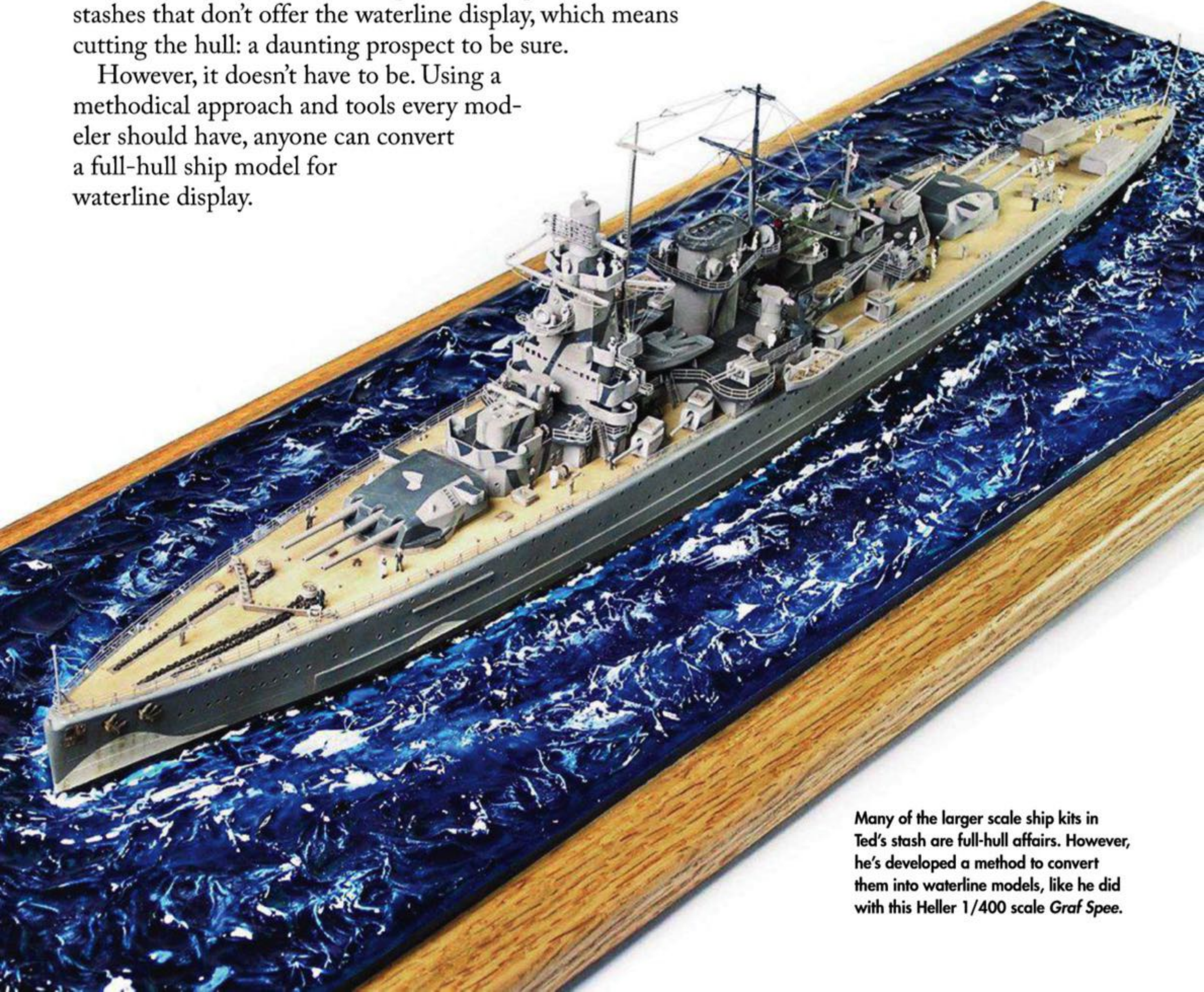
Subtle pastel weathering finished Frank's F-102 as a used but well-maintained ANG fighter. **FSM**

Do-it-yourself WATERLINE HULL

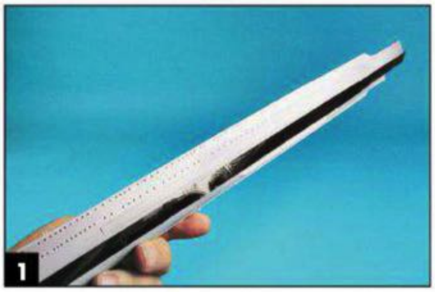
Learn how to make your full-hull ship kit a waterline model • BY TED BUNN

Waterline ship models have become popular in larger scales, but, for a long time, kits with a waterline option typically came in 1/700 scale or smaller. Many of us have larger-scale ships in our stashes that don't offer the waterline display, which means cutting the hull: a daunting prospect to be sure.

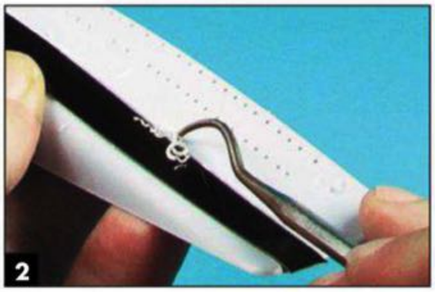
However, it doesn't have to be. Using a methodical approach and tools every modeler should have, anyone can convert a full-hull ship model for waterline display.



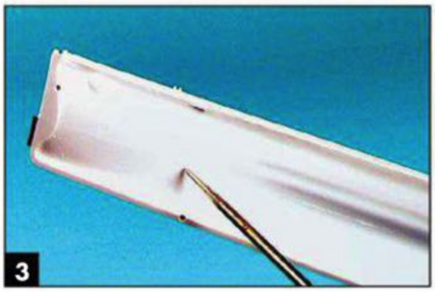
Many of the larger scale ship kits in Ted's stash are full-hull affairs. However, he's developed a method to convert them into waterline models, like he did with this Heller 1/400 scale *Graf Spee*.


1

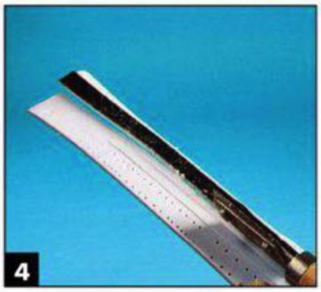
On some models, the waterline is marked with a raised line on the hull. Ultimately, it is up to you to decide how high or low you want your ship to sit in the water. Once satisfied with the waterline location, mark it with plastic labeling tape.


2

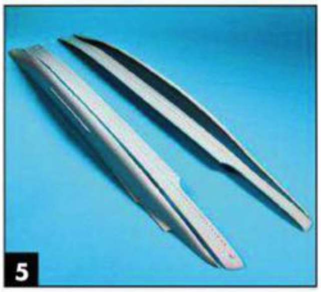
Ted carefully runs a scribing tool along the hull, using the labeling tape as a guide. He makes several passes to cut a deep groove.


3

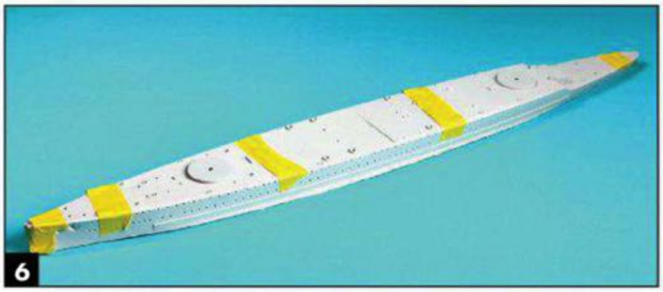
"Continue to use the scribing tool until you see a thin line on the hull's inside," Ted says. "You could cut all the way through with the scribing tool, but it's easier to finish with a razor saw."


4

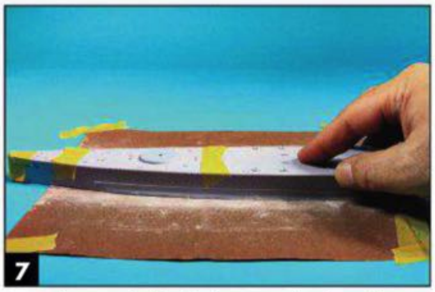
Starting at the bow and working toward the stern, Ted cuts along the groove with a razor saw. "If you find the cutting difficult or the saw binds, go back to the scribing tool and cut a little deeper," Ted says.


5

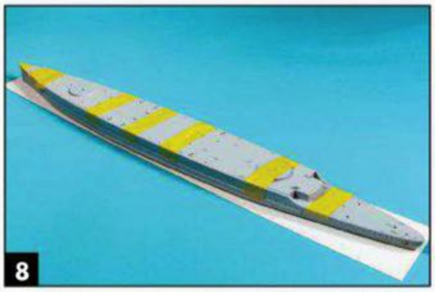
Once the cut is complete, you have the beginnings of a waterline ship model. But it's not ready yet.


6

Ted glues the hull halves together, temporarily taping the deck in place to ensure proper alignment.


7

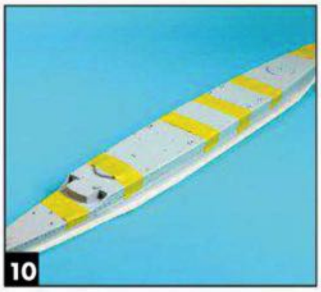
To make sure the hull halves match along the waterline, Ted sands the cut edges even with a sheet of coarse-grit sandpaper taped to his workbench.


8

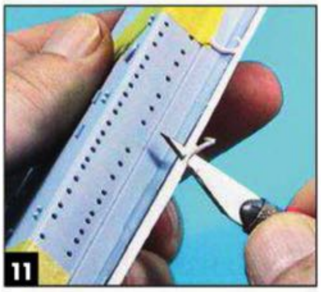
Ted adds a waterline plate to stiffen the ship's sides and add an illusion of depth in the water. First, he traces an outline of the hull on .030" styrene sheet.

9

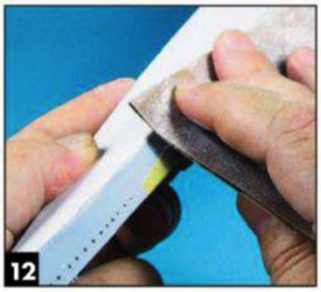
He cuts along the line with a pair of scissors. "No need to be exact," he says. Make sure to leave some space around the edge for final shaping.


10

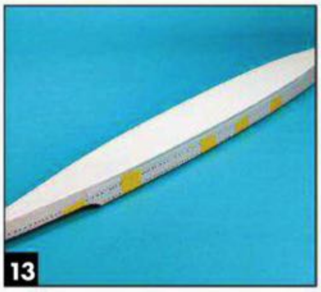
Ted super glues the hull to the waterline plate and allows the assembly to dry overnight.


11

Trim the waterline plate's excess plastic with a sharp hobby knife.


12

Once the plate is almost even with the hull, Ted starts shaping it with coarse sandpaper, shifting to medium for final shaping and fine to finish it off. Use putty as needed.


13

Then, assemble the ship as usual. You can attach the model to a finished wood base or create a sea for the ship to sail through. The choice is yours! **FSM**

Questions & Answers

A clinic for your modeling problems

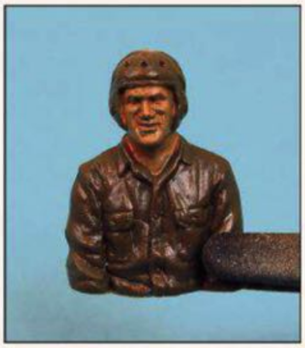
By Aaron Skinner

Painting better small-scale faces

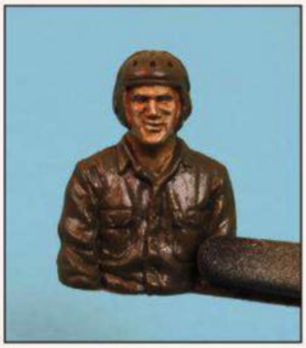
Q What is the best way to paint flesh tones on faces, from 1/72 up to 54mm, so they look realistic and have smooth transitions from dark to light shades?
– Michael Zabkar, Auburn, Calif.

A Figure painting, especially flesh, is one of the hardest skills to master; it's part technique and part art. Traditionally, figure painters have favored artist's oils because the extended drying time facilitates blending. Recent acrylics like Vallejo paint are designed for figure painting as they brush on well and dry a little slower than other acrylics.

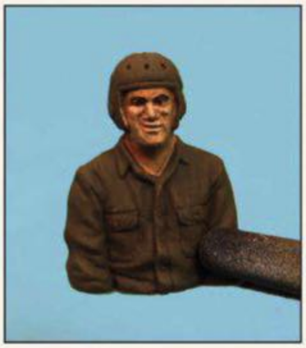
We've published several articles about this over the years, including these two recent stories: "Better from the box," by John Maher in the September 2009 *FSM*; and "5 Steps to paint fantastic faces," by Jim Wechsler in the October 2009 issue. In both cases, these are figures designed to fit with models, so the techniques are about quick and easy painting. I like Jim's method for its simplicity and how effective it is on 1/35 scale figures. Here's an abridged version:



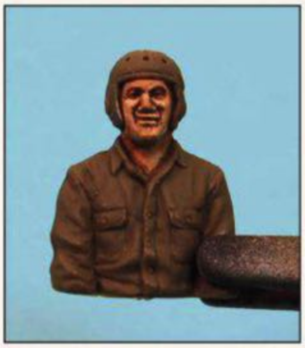
Step 1: Base coat — After painting the uniform, etc., brush-paint the face with Testor's Model Master enamel wood.



Step 2: Dry-brushing — Drag an almost-dry brush with very little Model Master enamel tan across the face to highlight the lips, brow, cheeks, jaw line, and nose.



Step 3: Detail painting — Using Model Master Italian dark brown, draw a fine line along the brow for eyebrows, then mark a tiny dot on the eyes. The latter is a matter of personal taste, especially since it's easy to overdo.



Steps 4 & 5: Flat coat— Spray the entire figure with Dullcote or another flat finish. Pinwash — Apply a mix of raw umber artist's oils and thinner to crevices, wrinkles, and creases to add depth to recessed details.

Glazing with Kristal Klear

Q I've read a lot about folks using Micro Kristal Klear for attaching clear parts. They also mention using it to make windows or fill circular openings.

Is there a special technique used to make windows? How is it done without the liquid flowing out? Do you back it with something and pour it in?
– Craig Bucklin
Avondale, Ariz.

A Micro Kristal Klear is great for creating small windows. I use it all the time on 1/144 scale airliners: I can add the glazing when all the painting and finishing is done, so it eliminates a lot of masking. There is a limit to the size of the window you can create, because the product needs to adhere to every side of the opening. To make a window, I dip thin wire — a twist-tie stripped of the plastic or paper works well — into the Kristal Klear. Then, I push the wire into the opening and slowly withdraw it, circling the wire gently to apply the thick liquid to all sides. As the wire emerges from the window, it leaves a thin film over the opening. That'll dry hard and clear, leaving a nice window. I have glazed an entire 747 in 10 minutes. The tricks are to not have too much on the wire — wipe it off every so often to prevent buildup — and to be as accurate as possible. The glue dries clear, so any residue on the outside of the model will be almost invisible.

MICRO
KRISTAL
KLEAR

Aaron uses the wire from a stripped twist tie to apply Kristal Klear to Zvezda's Sukhoi Superjet.

Home-made decal help

Q I am trying to find information about printing decals. I've searched Google and www.FineScale.com luck: lots of confusing info concerning paper selection, but no how-to. Any information would be greatly appreciated.
– Lloyd Jacobs
Raleigh, N.C.

A We've run a few articles about printing decals in the past, most recently Don Stauffer's "Making decals at home" in the January 2013 *issue of* FSM. You can order back issues from Kalmbach customer service, 800-533-6644 (international

262-796-8776). Here are the basic steps:

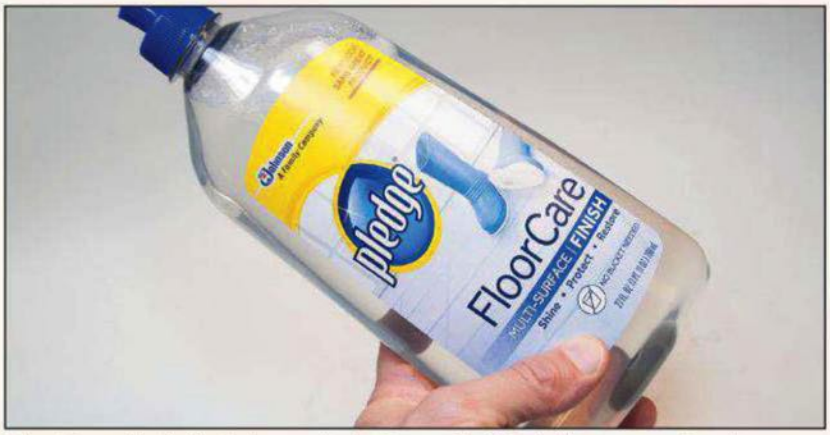
1. Design the artwork. You can use any kind of computer software to create the artwork, scanning images as necessary for things like squadron emblems or nose art. Keep in mind as you design the work that most printers cannot print white.
2. Purchase paper appropriate to the type of printer you are using. There are several brands available for both inkjet and laser printers. The ink used in these printers is different, so the decal film is different. It usually comes in clear and white. Use clear where you need the paint to show through openings, such as letters and numbers. Use white when you are creating any decal that has white in the design. You'll need to trim closely around the design to remove any white from around the image's edges.
3. Print the decals.
4. Spray the sheet with a thin coat of acrylic clear coat or decal sealer. You can find the latter at most places that sell decal paper. This will seal the ink and prevent it from running in the water.
5. Once the clear is dry, apply the decals as usual. Remember, the film on these sheets will be continuous, so you'll need to trim each marking closely. **FSM**

More Future changes

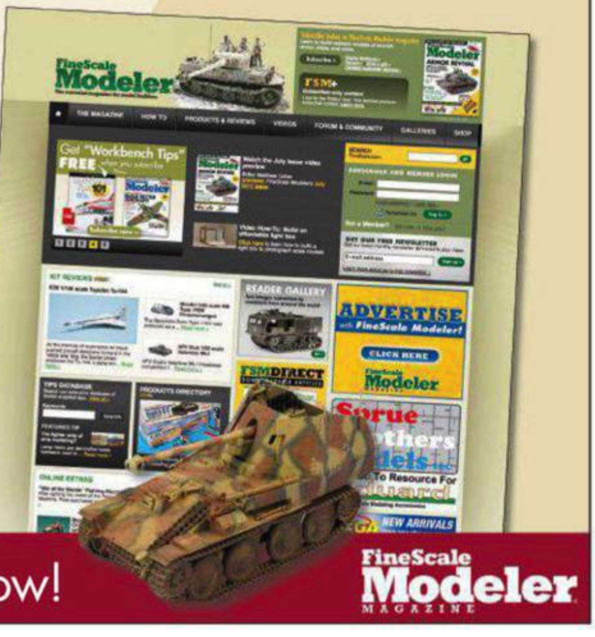
Q It seems that S.C. Johnson has stopped making Pledge Future floor polish. Is there a similiar product that modelers use now for clear parts?

– Richard Prechel
Beaver Dam, Wis.

A S.C. Johnson is still making the stuff, but it's been renamed so *Future* doesn't appear on the bottle. Look for Pledge FloorCare Multi-Surface Finish. That's a long title, so for now we will continue to refer to it as *Pledge Future floor polish.*



What "Future" looks like in the new bottle: You can find it in the floor-care section of stores.



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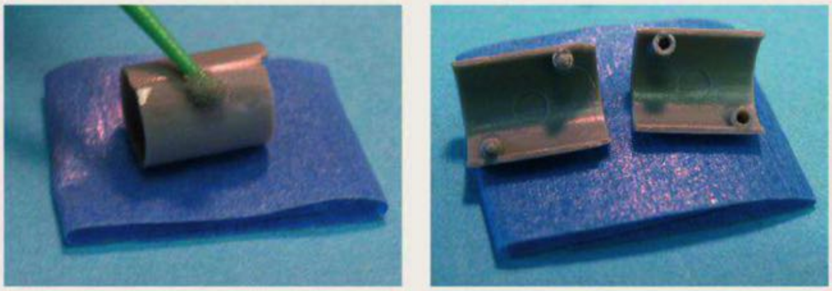
By Mark Hembree



Ed uses Turpenoid on Tamiya thin cement to get glued parts unglued. Careful: It can also get painted parts unpainted.

Use Turpenoid to unglue, undo

If you use Tamiya Extra Thin Cement and need to get a glued part loose, dip a swab in Turpenoid and spread it on the part. Wait a bit and it will loosen. Incidentally, this also means you should be careful with Turpenoid washes around exposed glued joints.
– Ed Baroth, Porter Ranch, Calif.

Thinning paint for airbrushing

I have found a sure-fire technique to mix acrylic paint to the proper consistency every time for airbrushing. I have not yet tried this with enamel paint, but I know it works for acrylics. I call it the "dipstick method."

I use the Tamiya "paint stirrers" to mix my paint. (Something else that's flat would probably do, but these seem to work best.) Put your paint in a mixing bottle and add thinner. (I usually start with a 1:1 mix.) Using the flat end of the mixing stick, stir the paint for a bit, then look at the stick. If you see mostly paint, add more thinner and remix. Keep going until you see the stick's edges showing through. If you don't, wipe off the stick, add more thinner, and stir again. When the paint appears thick near the center of the stick but the edges are visible, you're there! You can go a little more, but if the stick starts to show through in the center the paint is probably too thin. Add a little more paint and try again.
– Dennis Rossko
Carrollton, Texas

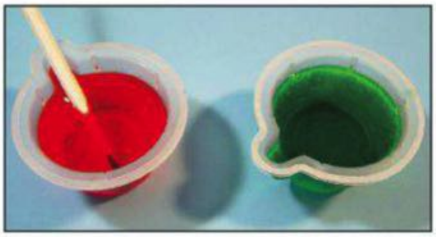
Minwax clear finish

Instead of Pledge Future floor polish, I mix equal parts of Minwax clear satin and gloss. I thin that mixture 50 percent with Windex, then airbrush the model before decaling. This dries quickly, then can be masked or decaled.

Buff the model before applying the first coat. One more critical step that many skip: After decals, apply a final coat of the same clear to make decals look their best. If the final finish is flat, I use Minwax satin.
– Richard Carlson
Anderson, Calif.

Spinning, removable propellers

While working on a Revell Germany 1/144 scale Constellation, I accidentally glued a propeller shaft to the engine housing, preventing that prop from turning. I found that crimping the shaft about a third of the way from the end (1/16" - 1/8") with a wire cutters (being careful not to cut too deeply) gave the prop a nice snap fit onto the shaft. The prop turns without being too loose, and you can even remove it for shipping.
– Joel Peslin
Glendale, Calif.



If you have a Keurig Vue coffeemaker, you'll have a caffeinated source of handy mixing cups.

Coffee, then paint

Don't throw away your Keurig Vue coffee cups. Once you have brewed your coffee, peel off the foil and wash the cup; you now have a sturdy plastic container for mixing and pouring.
– Ken Meyer
Colorado Springs, Colo.

Spray the lid, know the paint

One of my issues when choosing colors is knowing exactly what the paint looks like when dry. For reference, every time I airbrush a new color I spray the lid. It shows flat or glossy, color, metal flake, everything about it.
– Kurt Houser
Petaluma, Calif.

Masking fine lines

I like to use 3M Fine Line Tape for masking. It's available in ⅛", ¼", ½", ¾", and 1" widths. It really cuts down on paint bleeding/seepage, too. Auto detailers like to use it; I get mine at an auto parts store.
– Del England
Afton, Wyo.

Clothes-dryer sheets

Those little fabric-softener dryer sheets (often found in pant legs and whatnot) work well for modeling canvas or tarps. Soak them in hot water and rinse them well to get the softener out (smell to check). Then stretch them out to dry. The material is easy to cut, it takes thinned white glue well, and its strength makes it a versatile material.
– Dave McGowan
Mason, Ohio

Steel-wool to the rescue

If you get a little glue where it doesn't belong, instead of sanding, try a small wad of 0000 steel wool held in tweezers. Let everything dry, then rub the glue spot gently with the steel wool; it conforms to contours but does little damage to the parts.
– Richard Daymont
Gulfport, Miss.

Screen protectors

I use an old iPad or iPhone protection screen to make replacement clear parts for my airplane kits (I've lost a couple here and there). The protectors are of a workable thickness; I make a template of the piece I need, place the used screen protector over it and trace the shape, then cut it out and trim it to size. That lets me get a little more use from a worn-out protector.
– Don Ellis
Hamilton, Ontario, Canada

IN THE NEXT FSM

GET A GLOSSY PANTHER

Grumman's Panther, a hero of the Korean War, remains a favorite with modelers. See how to get that great sea blue gloss on a 1/48 scale Hobbycraft F9F-2.

OR 3-COLOR CAMO FOR A GERMAN PANTHER

After the gray comes the three-color scheme. We'll show you how to paint it right and get your *rotbrun* on!

HMS *DREADNOUGHT*

After the launch of this Royal Navy flagship in the early 20th century, any such vessel was called a *dreadnought*. Follow along to build it in 1/350 scale, stem to stern, keel to crow's nest.

UPDATE CHINA'S JIAN-8 AND BUILD A "FINBACK"

The Chinese Jian-8 fighter jet went through a lot of changes between its design in 1964 and production in 1979. Here's how to get all the bumps and bits needed for a modern variant.

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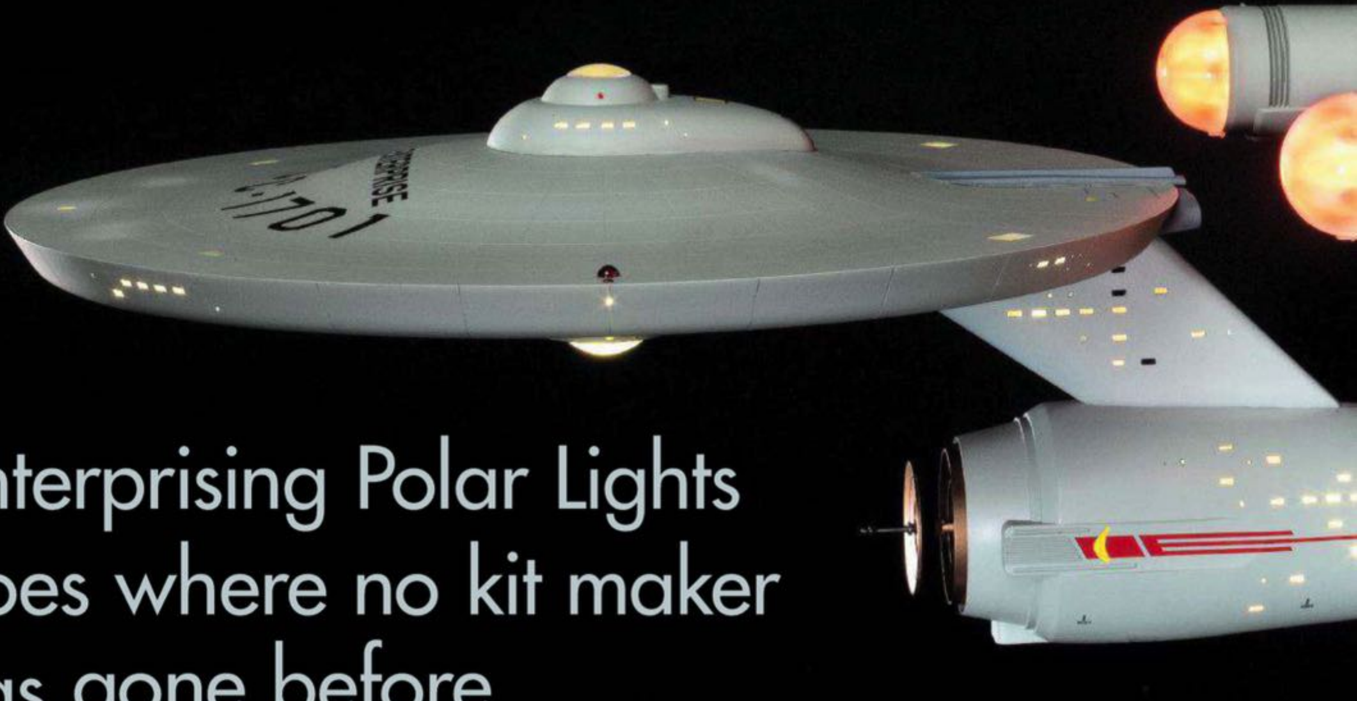


Enterprising Polar Lights goes where no kit maker has gone before

Arguably the most recognizable spaceship in the history of television, the USS *Enterprise* has been around in model kit form since the first season of "Star Trek" in 1966. Since then, modelers have wanted newer, more-accurate, and bigger models. A 1/350 scale *Enterprise* made it to the fifth spot in *FSM*'s "most-wanted kit" poll in 2010.

Polar Lights answered the call with a 1/350 kit, and it's pulled out all the stops to create a model that builds well and looks awesome — the finished ship is 32" long. As if that's not enough, the company has several aftermarket sets to finish your starship as you like. I added the lighting set.

The big, heavy box — and I love the box art— is slam-full of plastic. At first glance, most of it appears to be molded in the same shade of gray. But there are subtle differences; the parts are in a color close to their final appearance.

The sensor dish and its housing are molded in copper, and the windows are supplied in clear, white, and dark-tinted plastic. The latter can be combined to replicate the lit and unlit windows seen on the show's miniature.

Clear parts are provided for running lights, domes on the primary hull, and the Bussard collectors on the warp-engine nacelles.

The kit includes a detailed bridge and shuttle bay, with optional doors for the latter to be open or closed.

The kit builds into the ship seen during production of the series, but Polar Lights produces a supplemental parts pack (No. MKA004) for either of the pilot versions.

A sturdy metal tube with a black hemispherical base rounds out the parts. Decals provide markings, including screens in the bridge, placards in the shuttle bay, and two shuttles. Painting and decaling instructions are on the sides of the box's lower tray. This is the weakest aspect of the kit for me; I found it difficult to use the drawings when the box was full of parts or subassemblies.

The lighting set reproduces many of the clear parts in the original kit in translucent red, blue, orange, and green for various effects. There are two motors to spin the Bussard collector fans, 95 LEDs, four circuit boards, and an AC/DC power adapter. The instructions accommodate people like me who don't know electronics; keep them handy for both sets, because parts from the lighting set, especially the clear bridge and shuttle bay, replace kit parts.

The lighting set offers the option of lighting the intercooler grilles on the warp engines' inboard sides and the impulse engines. These were intended for the filming model but ended up cut from the budget.

The basic kit is beautifully engineered, and the sturdy locating pins simplify construction. The kit accepts the lighting set with mounting pins and locators for wiring and LEDs. Major components have a tongue-and-groove join to prevent light leaks.

After painting and decaling the bridge (with a choice of three view-screen images) and shuttle bay, I installed the windows. They attach in groups from inside; I referred to the box images to form a pattern of clear and dark windows to match the studio ship. This meant cutting some of the inserts apart. This isn't difficult, but the plastic is brittle and can crack if you aren't careful. Since I was lighting the model, I painted the inside of the dark windows black to block light. I sprayed the inside of the clear windows with Testors Dullcote to soften and disperse light. If I hadn't been lighting the ship, I would have used the white plastic to represent lit windows.

I had a problem installing the strip LEDs in the primary hull (due to my electronics inexperience, not the kit). The strips are polarized, so they won't work if they're backwards; the instructions clearly state this. What isn't clear is which side of the connectors is positive. The LED strips were clearly marked, but the connectors on the wires were not. From the instructions, the darker (black) wire connects to the positive

side of the strips, but it should be the lighter (red) wire.

The connectors slip onto the ends of the strips but need to be wiggled to find just the right spot for current. This was a tad frustrating when installing a long series of LEDs. Joining the hull halves jostled wires enough for some LEDs to go out, so I retested at every step before gluing.

Most of the lights fit easily, but the LEDs around the shuttle bay were more difficult. The secondary hull's stern is narrow, and there's a lot to fit. I had to grind out part of the inner hull, the outside of the shuttle bay, and even some LED bulbs before the hull would close. Styrene and putty shims filled gaps.

I neglected a note in the light set and painted part of the outside of the clear parts for the shuttle bay. So, light doesn't transfer as well as it should and the bay is a tad dark.

The Bussard collectors have individual plastic bulbs. These are clear in the base kit and need to be painted to match the orange glow of the real thing. The lighting set provides colored bulbs.

This is where the light set truly stands out. Each nacelle has a disc-shaped circuit board with 10 LEDs that fit around motors that spin the fan sections. These boards control the motor spin, the constant glow of the orange bulbs, and the random blinking of the smaller multicolored bulbs. Follow the schematics carefully — reversing the polarity to the motors so the fans spin in opposite directions — and you'll be rewarded with a great-looking effect. At first the blinking bulbs didn't work, but they've gotten better since. The port nacelle runs perfectly every time; the starboard takes a few minutes.

The ship's sleekness rates the time I spent filling and sanding the long seams on the nacelles and secondary hull. The gap around the saucer needed careful attention — lots of windows to avoid.

I painted subassemblies with the kit's suggested body color: Tamiya Japanese Navy gray (XF-12) lightened slightly with flat white (XF-2). This greenish gray looks just right compared to pictures of the original at the Smithsonian National Air and Space Museum.

Hand-painting details gave me an appreciation of the ship's elegance.

Bringing the four subassemblies together is simple for the basic model. Locating tabs and holes are large and hold the parts firmly, a nice touch given the vessel's top-heavy design. However, the wiring complicates matters: As I threaded the pylon wires through the small opening in the mounts and out the front to the secondary hull, I wished I had three extra arms and a larger vocabulary of curses.

But all problems went out the window when I plugged the model in and everything worked — well, almost everything. There are a couple of LEDs in the secondary hull that stopped working during construction. But the thing is lighted well as it is.

Size alone makes the finished model impressive. But the attention to detail — I've noticed stuff I'd never seen before — makes it a winner. I spent about 35 hours on my *Enterprise*, although only about 10 on construction. I had a few problems installing the lighting set (some of my own making), but nothing I couldn't overcome. Now all I need is Polar Lights' 1/350 scale refit *Enterprise* to display next to it.

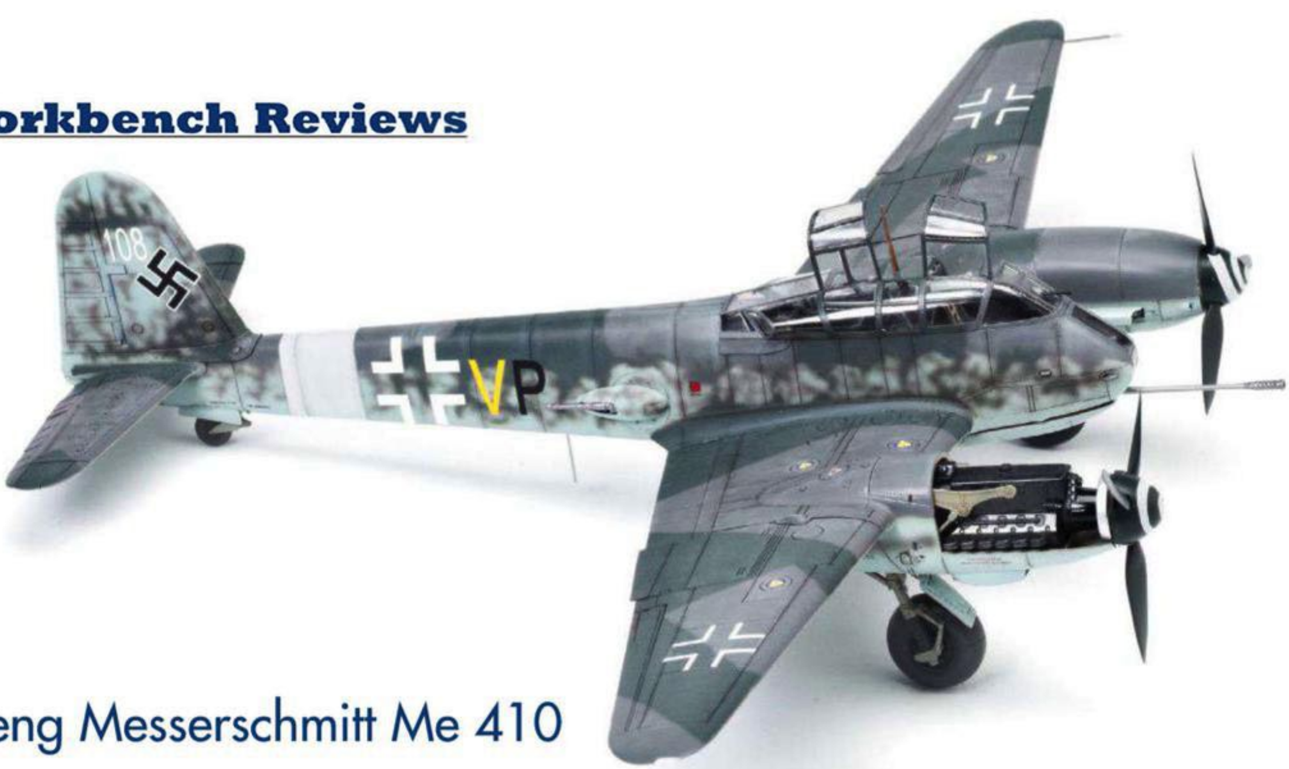
— Aaron Skinner

1/350 SCALE · SKILL LEVEL · AGES
POLAR LIGHTS
U.S.S. ENTERPRISE NCC-1701
STAR TREK
U.S.S. ENTERPRISE
NCC-1701
PLASTIC ASSEMBLY MODEL KIT

Kit: No. POL880/04 **Scale:** 1/350
Manufacturer: Polar Lights, 574-243-3000, www.round2corp.com
Price: $139.99 **Comments:** Injection-molded, 218 parts (1 metal), decals
Pros: Ease of construction; sturdy parts; optional windows; set up to be lit; accurate shapes **Cons:** Paint and decal instruction only on box

STAR TREK
LIGHTING KIT

Kit: No. MKA007/06 **Scale:** 1/350
Manufacturer: Polar Lights
Price: $149.99 **Comments:** Injection-molded, 171 parts (95 LEDs, 39 wires, 4 printed circuit boards) **Pros:** No experience necessary; plug-and-play wiring
Cons: Connectors need wiggling to work; instructions could confuse novices



Meng Messerschmitt Me 410

The Messerschmitt Me 410 Hornisse (Hornet) was developed to replace the Me 210, which, in turn, was intended to replace the Bf 110 in the heavy fighter (*Zerstörer*, or Destroyer) category for the Luftwaffe in World War II. The 410 was certainly more successful than the 210, which was plagued with poor flight characteristics and saw only short-term use. The 410 served not only as a Zerstörer but also in the roles of light bomber, maritime patrol, and reconnaissance. However, like the 110, it was easy prey for single-engine fighters such as the P-51 Mustang and late-mark Spitfires.

Meng Models' first 1/48 scale aircraft kit kicks off the "Longiceps" series, the latest in a curiously dinosaur-named group of kit collections. Your hard-earned dollars will reward you with a sturdy package of crisply molded plastic, photoetched-metal pieces, a 23-page instruction book, and gorgeous decals printed by Cartograf. The instructions' 32 steps include diagrams for two Me 410B-2/U4s, one flown by 6/ZG in Germany, 1944, and the other an example captured and tested by the Soviets after the war. Paint-color callouts are for Gunze Sangyo's Mr. Hobby Aqueous Hobby Color and Mr. Color lines. A very impressive package indeed!

MENG
MESSERSCHMITT Me-410B-2/U4

Kit: No. LS-001 **Scale:** 1/48
Manufacturer: Meng, www.meng-model.com, from Stevens International, 856-435-1555, www.stevenshobby.com **Price:** $89.95
Comments: Injection-molded, 258 parts (14 photoetched metal), decals
Pros: Exquisite cockpit; good fits; beautiful decals **Cons:** Engine placement vague; prop shape wrong

Construction begins in the cockpit — and what a cockpit it is! Detail is clean and accurate. There may be some small room for improvement from the aftermarket, but, really, what Meng offers is top-notch. My only gripes would be the thickness of the seat backs, which in the case of the gunner's seat is over scale, and the lack of oxygen hoses for the pilot/gunner. Both items could be taken care of pretty easily, however. Seat straps are supplied as photoetched brass, a fairly standard inclusion these days.

CRIES OUT FOR EXTRA ATTENTION TO PAINTING

There are few fit issues that cannot be overcome by test-fitting, although everything fits well inside the fuselage. . The rear gunner's sight is well-done but a little fiddly to build. The canopy framing is molded inside the clear parts and should be painted before installation. I hand-painted it with Vallejo black gray and a fine brush. Installing the canopy can a bit tricky, due to the breakdown of parts.

The rear-fuselage side-mounted gun "barbettes" are designed so they can rotate, and the guns can elevate. They fit tightly, however, and are supposed to be mounted early in the build, increasing the risk of breaking the guns somewhere down the line. I left them off and simply press-fitted them into place near the end of the build.

Completing the fuselage, I moved to the wings. Everything progressed smoothly with no real problems. Surface detail is precise and consistent, though it may be considered a little deep and wide by some.

There are a few issues, however, concerning the flaps and ailerons, which are provided as separate parts. This should mean that these parts can be posed lowered or deflected, but if the flaps were lowered there would be large, unrealistic gaps on the top surface between the flap and wing skin. A radial fillet could be constructed fairly easily, but it would have been nice if this was supplied in the kit.

The elevators have no such problem, though, and can be mounted pretty much as you choose. The leading-edge slats are molded in the closed position but, like the Bf 109, would fall open when the aircraft was sitting on the ground. Adding this feature would involve complex surgery, unfortunately, at least until an aftermarket alternative is provided.

One nice feature is the option of having the wing-mounted radiator flaps either open or closed. Parts are provided for both configurations, with nice detail inside the parts for the "opened" option. It's a sturdy assembly, thanks to thoughtful design.

Meng did a really nice job on the Daimler-Benz DB 603A engines used in the Me 410. I elected to display one of them. Location of the completed engine inside the nacelle is somewhat vague, with no real positive mounting points. The propeller/spinner assembly is similarly vague, with nothing to center the propeller boss on the spinner back plate. Speaking of the propeller, the shape of the blades is way off; they are too pointed. Deciding which way is forward is a question, too. A few swipes with a sanding stick would fix the blade tips, though.

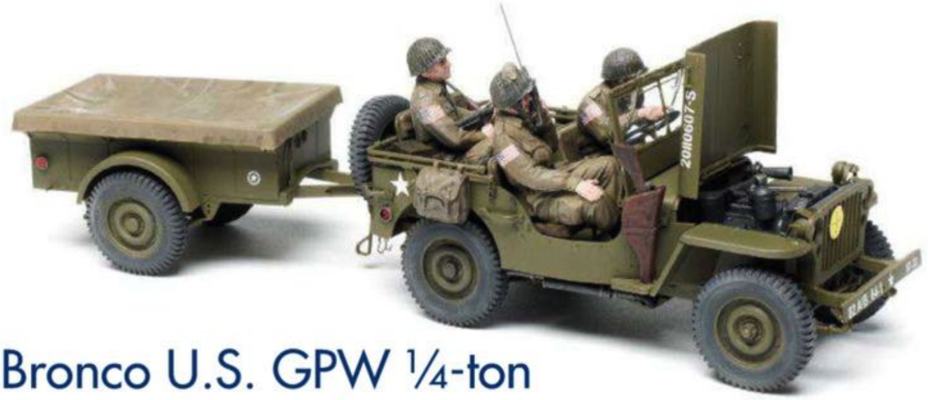
The spinners look a little short and not bulbous enough. On the side where I installed the full cowl, I added sheet styrene backing plates to mount the exhausts; I simply glued the spinner directly to the cowlings, because there was no propeller boss to mount it to.

Meng's kit provides one subtype of the Me 410, the B-2/U4 version, armed with probably the most devastating weapon mounted on an aircraft in WWII, the *Bordkanone* BK-5 5cm cannon. One well-placed shot from this weapon could bring down a B-17 or B-24. The gun is well represented, but it suffers from not having a solid, foolproof location for the attachment to the bomb-bay cowling. You may leave this panel unglued; friction alone will hold it in place.

I painted with Mr. Hobby Mr. Color — RLM 02, 66, 74, 75, and 76, thinned with Mr. Color Leveling Thinner — sprayed through my Iwata HP-B+ airbrush. (I wish I had discovered these paints years ago, as I was able to easily spray all of the camouflage freehand, masking only the canopy and white tail band.) Detail painting was done with Vallejo acrylics. The Cartograf decals performed wonderfully in terms of color density and adhesion. The spinner spirals were not a very good fit to the spinners, however, with quite a bit left over. I weathered with artist's oil washes, selective shading with well-thinned Tamiya smoke, and a Prismacolor silver pencil.

This kit was a joy to build, and it just cries out for extra attention to painting all of that wonderful interior detail. There are some minor complaints, but they're nitpicky, really, and easily addressed. Parts not used in this kit, such as the 21cm *Granatwerfer* rockets, presage future kits of the Me 410 from Meng. I look forward to the next in the Longiceps series!

– Matthew Walker



Bronco U.S. GPW ¼-ton 4 x 4 utility truck

When I opened the box, I thought, "How the heck are they going to fit all of these parts in this tiny little model?" Parts are plenty, but, to Bronco's credit, they practically fall into place in this well-engineered kit.

Crammed into the big box are 287 styrene parts spread over 11 frets. A separate photoetched-metal fret provides 61 additional parts that add a lot of detail. Three figures are included, as well as stowage.

Presented in 31 steps, the directions are easy to follow. Bronco does a nice job of showing how the photoetched metal should be bent.

The build starts with the engine and chassis. Detail here is outstanding, which is why I decided to leave the hood open. You could save time and not completely finish the engine if you want the hood closed.

The suspension detail is fantastic, but you need to pay close attention to the instructions to ensure that all four wheels touch the ground. Separate parts allow you to turn the front wheels one way or the other. The tires have Ford markings accurately depicted on the sidewalls.

The body is accurate, too, with shift levers, dials, and knobs all where they should be. Decals are provided for the instrument panel as well as for the placards on the passenger side, and another Ford logo is accurately rendered on the tailgate. Grab handles and bolt heads are where they should be.

You have a choice of two different steering wheels. The seat molding has a cloth look once painted. You can mount a .50-caliber machine gun on the floorboard for the front passenger side, but I opted to leave it off. The windshield can be positioned up or down.

The figures have outstanding detail. The faces are crisply modeled, as are details on the uniforms. Airborne and American flag patches are provided as decals but seem a bit over-scale. Still, the figures go on the vehicle with no problems, though the driver figure is a snug fit; I would wait to glue its arms until it is seated so the hands rest on the steering wheel.

The 10-CWT trailer is nicely detailed. You can pose the trailer as it would be hitched to the GPW, or it can be free-standing. You'll have plenty of stowage to fill the trailer if you decide to go that route. Otherwise, a canvas cover is provided.

I painted with Testors Model Master olive drab. The decals went down over a gloss coat with no problems at all, and there was no silvering.

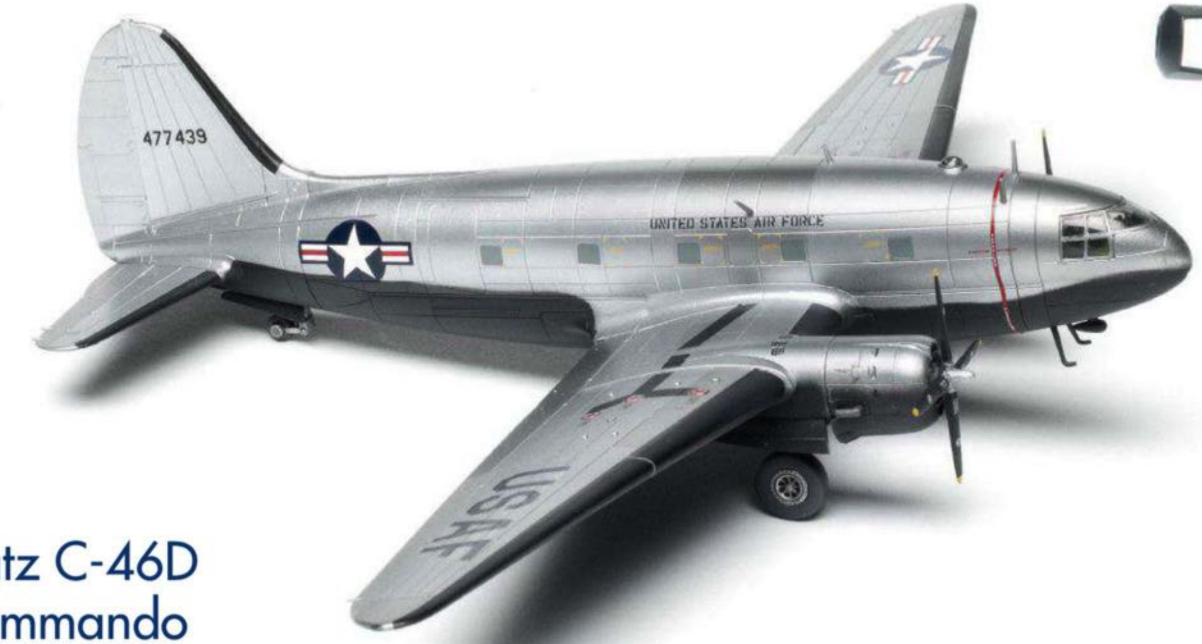
My GPW took slightly more than 30 hours to complete, about 10 more than I needed for my Tamiya Willys kit but about what I expected with the high parts count. It's a complete kit, with everything you need to build it for a diorama or to fully detail it. I enjoyed it and look forward to building a few more. Highly recommended!

– Chris Oglesby

US GPW 1/4 ton 4x4 Utility Truck (Mod.1942)
w/10-CWT Trailer & Airborne Crew
1:35 SCALE
BRONCO
CB35106
BAUPTE
LA HAYE DU PUITS

Kit: No. CB-35106 **Scale:** 1/35
Manufacturer: Bronco, www.bronco-model.com, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $44.95 **Comments:** Injection-molded, 348 parts (61 photoetched metal), decals **Pros:** Fully detailed engine, instrument panel, and suspension; three highly detailed figures; trailer and stowage included; clear instructions
Cons: Decals for figures are over-scale

Workbench Reviews



Platz C-46D Commando

The Curtiss C-46 Commando is one of the unsung heroes of World War II, always playing second fiddle to the famous C-47. A very capable hauler, the C-46 was kept in service after the war, serving in Korea and with a number of foreign air arms.

One of the prime postwar users was Japan, which explains the motivation for the newest kit from Platz, a 1/144 scale C-46D. The kit is broken down logically into a reasonable number of parts, and the molding is first-class. A simple cockpit is included, along with detailed landing gear and gear doors. The engines are not left out, either, having complete cylinder and crankcase details. Thankfully, I can tell you the four-blade Curtiss-Electric propellers are molded in one piece. The wheels have separate hubs with petite detail — a very nice surprise in this scale. Painting these was a breeze!

1/144
JASDF TRANSPORT AIRCRAFT
C-46D

Kit: No. PD-21 **Scale:** 1/144
Manufacturer: Platz, www.platz-model.com, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $39.95 **Comments:** Injection-molded, 55 parts, decals **Pros:** Excellent fit and finesse for the scale **Cons:** No USAAF options in decals

Cockpit windows are molded in clear plastic, yet you have the option of decals. However, without a bit of surgery your only option for the cabin windows is decals. Cowlings are molded in three pieces each, and there are separate exhausts.

The only options included are for markings (with two basic schemes) and different antenna fits. Playing to its hometown crowd, Platz provided tail numbers for seemingly every Commando in use by Japan. There is also one U.S. Air Force option from the Korean War, with a black-painted underside. I suppose you could also do this in overall silver — that way, the numerous stencil decals could be seen. It would have been nice if there had been decals for an earlier, U.S. Army Air Forces version.

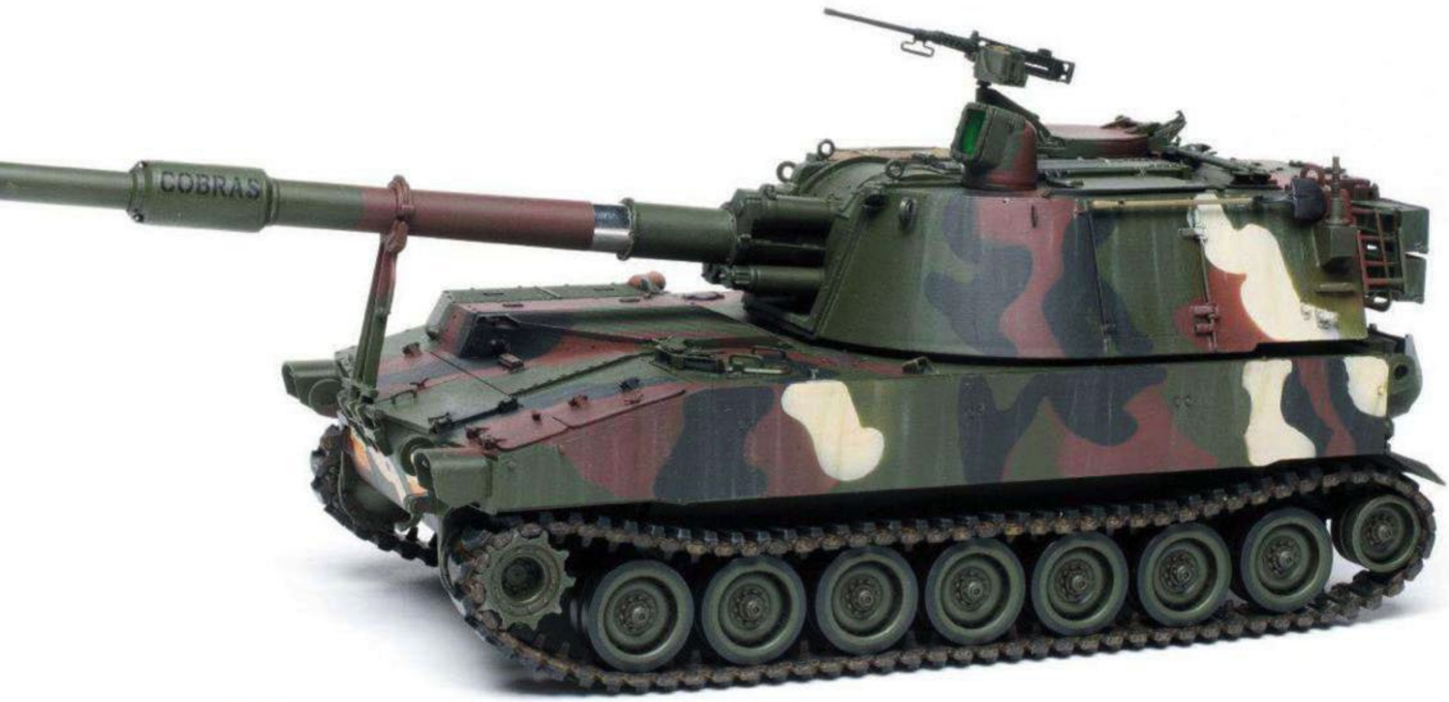
Assembly is quick, helped by the wonderful fit of all components. I did not need any filler for this kit, and the only adjustments necessary were some trimming and squaring of the nacelle sides and landing gear bases. Platz shows some details about where to mount the various antennas, but that changed considerably from airframe to airframe — additional references would help. The antenna masts were the only kit parts that seemed over-scale to me, but they would be easy to replace if you wanted. The ADF antenna options are both petite.

Because of the limited number of parts, the kit is ready for paint very quickly. I installed the gear but left off the engines for easier painting and finishing. You could probably get away with leaving the wings off, too, if you wanted — the fit is that good. I followed Alclad II primer with Alclad II aluminum and dark aluminum, then gave the underside a quick coat of Tamiya NATO black using a mask cut from paper to protect the natural-metal finish — I held it against one side, then reversed it and held it against the other. I gloss-coated the undersurface for decals.

There are a surprising number of decals in this kit, even when doing the simpler USAF scheme. Detailed wing-walk markings are included, along with a number of stencils — many of which can't be seen against the underside of the USAF version. The colors appear accurate, and the decals settle well — I used a little setting solution on the letters, numbers, and words just to make sure there was no silvering, but it probably wasn't necessary. Each prop blade needs two decals to be carefully placed and aligned — luckily, I routinely wear an Optivisor (while modeling, I mean).

Adding the lovely gear doors and other bits finished my Commando. The model's dimensions are right on the money, and I can recommend it to builders at all skill levels. I spent 14 hours on mine, much of that painting and decaling. This is a wonderful kit of an often-neglected warrior — I wish they would scale this one up to 1/72!

– Chuck Davis



AFV Club M109A2

The M109 series of vehicles has been in American service since the Vietnam War and has soldiered on for the U.S. while being exported worldwide. In the 1970s, a new design was developed as the A2 variant.

AFV Club's multimedia kit includes photoetched metal, a turned-metal barrel, brass tube, vinyl parts, and a nylon string, as well as plastic parts molded in olive green and clear plastic. There is some flash on a few of the smaller parts. The hatches are molded separately with detail on the inside, but the only interior detail is the gun breech. There are four marking choices: two for U.S. service, an Egyptian vehicle, and a Portuguese.

DECALS ADHERED EASILY WITH NO SILVERING

The directions are logical; I followed them by starting with the lower hull, which comprises nine parts. Even being careful while gluing the hull together, I still had a small fit problem with the rear corner of the hull being off a little bit. There are knockout marks on the bottom of parts F3 and F4 that need to be filled because they are visible on the model.

The torsion bars are designed to work, allowing the road wheels to move up and down. I would recommend prepainting the road wheels; there is an undercut that makes it difficult to paint them later. The tracks are one-piece vinyl with detail on both sides. AFV Club does make a set of individual track links for this model (sold separately).

The upper hull is also in multiple parts, but the fit here is good. In Step 8, the cover for the exhaust is labeled G1; it should be photoetched-metal Part K1.

The gun is where the majority of the nonplastic parts are used. A spring allows the metal barrel to recoil. When gluing the gun in place, make sure to attach parts D36 and D37 at the same time to ensure the gun is in the proper position. I found out later that it was out of alignment and had to correct it.

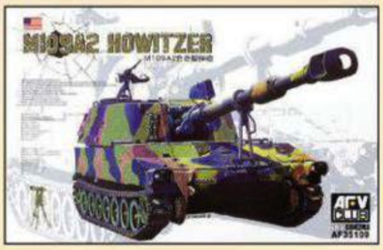
I assembled the turret baskets last to make sure I didn't break them during assembly. But if they are assembled properly, they are quite strong. Mudflaps and a dust cover for the gun are supplied as vinyl parts. These would not hold paint, so I chose not to use them.

I picked the four-color camouflage scheme for my kit. The Federal Standard number given for the green seemed too pale compared to photos that I found on the Internet. Instead, I used Tamiya NATO green. This color is too bright, but better than the other green. For the other three colors, I used Tamiya NATO black and NATO brown along with Testors Model Master Acryl sand. Weathering was done with various Mig washes and filters and AK Interactive streaking solutions. I used Vallejo and Humbrol paints for all the detail. The decals adhered easily with no silvering.

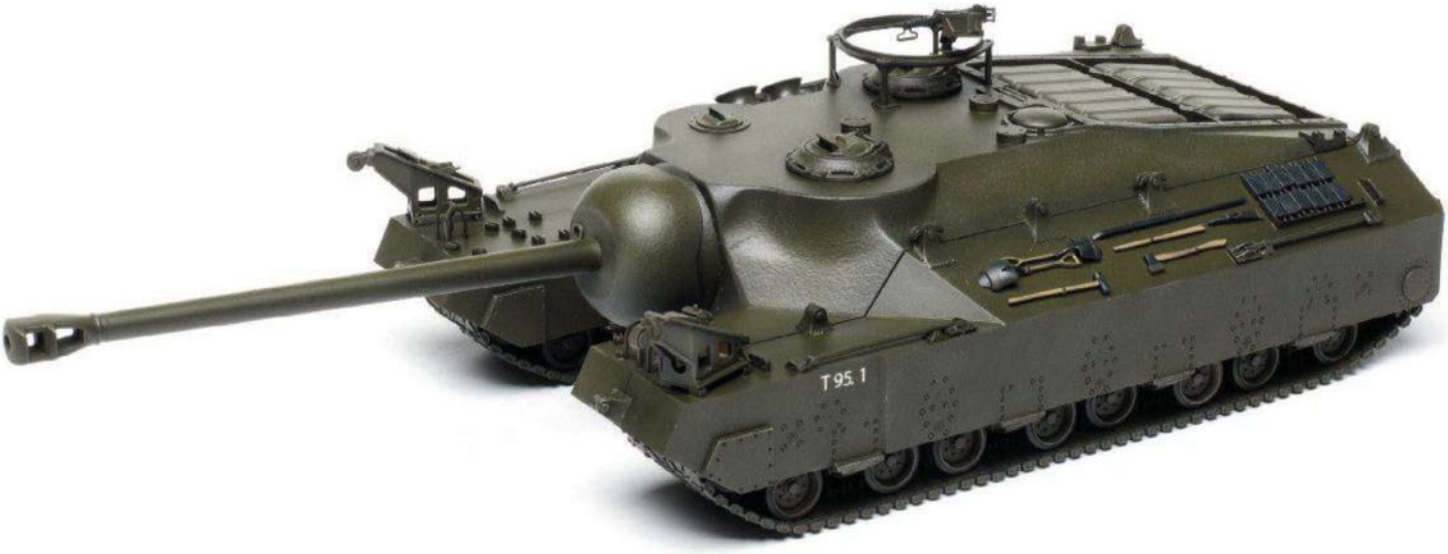
The detail on the finished model really stands out and is accurate compared with pictures in David Doyle's *M108/M109 Howitzer Walk Around* (Squadron, ISBN 978-0-89747-617-1) and François Verlinden's *Warmachines No. 1: M108-M109-M109A1/A2* (Verlinden ISBN 978-90-70932-18-3).

It took 36 hours to build this model, but much of the time was spent painting the camouflage. Even though this is a multimedia kit, it would make a good one for someone to gain confidence in using other materials.

– Mike Scharf



Kit: No. 35109 **Scale:** 1/35
Manufacturer: AFV Club, www.afvclub.com.tw, from Merit International, 626-912-2212, www.merit-intl.com **Price:** $64
Comments: Injection-molded, 506 parts (2 photoetched metal, 25 vinyl, metal barrel, brass tube, spring, nylon rope), decals **Pros:** Molded-on tie-downs matched loops; working suspension
Cons: Colors for "Cobras" version not accurate



Dragon T28 super heavy tank

The T28 super heavy tank was developed by the U.S. Army near the end of World War II. Built to destroy stout fortifications, the 95-ton vehicle carried a 105mm gun and a second suspension that could be removed and towed behind the tank. Only two prototypes were built before the project was canceled in 1947.

Although the instructions have only 12 steps, the kit has 1,690 parts (although many of them go unused). A metal gun barrel, photoetched metal, and wire cable are also included. Lights and vision blocks are provided in clear plastic.

T28 Super Heavy Tank
DRAGON

Kit: No. 6750 **Scale:** 1/35
Manufacturer: Dragon, www.dragon-models.com, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $69.95 **Comments:** Injection-molded, 1,690 parts (70 photoetched metal, 8 DS track, 32 springs, 1 turned-metal barrel, 1 metal cable), decals
Pros: Cast texture well-represented; metal barrel is a nice inclusion **Cons:** Very soft photoetched metal; missing or simplified details

Filler was needed to fill gaps between the upper, lower, and rear hull. The fit of Part D12 to the hull is a little tight, but don't force it — the model will crack around the opening. (Mine did; I glued the cracks together and sanded them smooth.)

If you do not like doing road wheels, this model is not for you: There are 64 of them, plus four sets of drive sprockets and idlers. The tires are molded as separate parts, making painting easier. If you decide to build the model with the second set of tracks in place, how much of the suspension you actually assemble is optional — very little is seen once the side tracks are mounted. I chose to model everything in place to help give the tracks their proper tension, but I did not spend a lot of time painting since little would be seen.

TIRES ARE MOLDED AS SEPARATE PARTS

The tracks are DS vinyl with two lengths per suspension unit. Each guide tooth is glued to the track separately; they're easily broken.

In Step 5, Part C27 should be B27. It's easier to attach the side track units if you glue the clamps that are supposed to attach to the hull in Step 8 to their matching clamps on the side track units instead. This allows adjustment during final assembly.

Pictures in R. P. Hunnicutt's book *Firepower* (Presidio, ISBN 978-0-89141-304-2) show details not in the kit. The muffler is missing prominent bolts, front tow hooks are absent, and there are various cable and equipment brackets omitted (although the latter are easily replaced with strip styrene). A trailer hitch not shown in the directions can be found on Sprue A.

Two large stowage boxes on the right side are supplied as photoetched metal. I had to solder these together; the metal is thin and easily distorted. Brackets for the track-tensioning tool are shown as photoetched-metal parts, but I replaced them with styrene strip. However, the tool is not included.

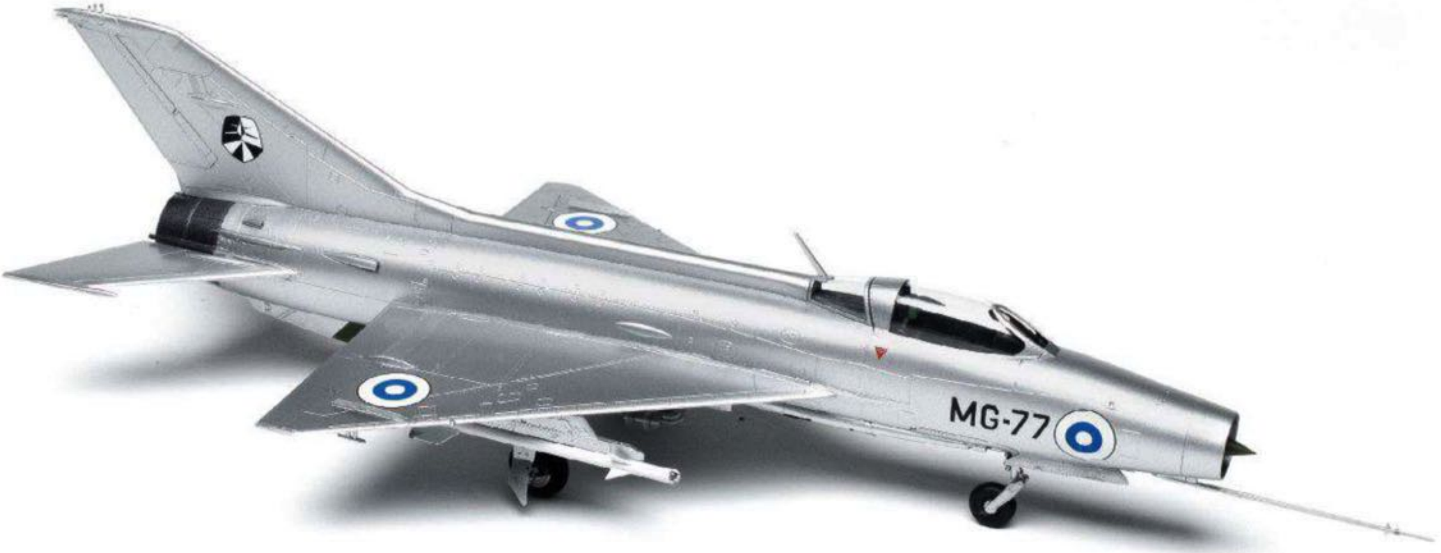
Directions show the gun barrel being slid through the front of the mantlet, but it needs to slide through the opening from the rear of D12 and then have the one-piece muzzle brake added next.

I followed the directions, then had to remove the muzzle brake to get the gun barrel to fit.

Both of the two prototype vehicles were olive drab. After a coat of Tamiya gray primer, I applied Tamiya khaki drab, then faded Tamiya olive drab onto the upper surfaces. I added Tamiya yellow green for highlights. My reference showed the T95.1 marking but not the USA or serial number; I skipped those decals.

All in all, Dragon's kit represents what is shown in archival photos. I spent 39 hours on it, mostly for the complex suspension. If you can add the missing details, this model can really be a gem in your collection.

– Mike Scharf



Trumpeter MiG-21F-13 "Fishbed"

The legendary MiG-21 first appeared in public in 1956, kicking off a career in which it became the most-produced combat jet aircraft in terms of numbers (more than 8,000 built) and duration of production (1959-1985). The F variant was the first production aircraft, with the MiG-21F-13 being the first to be manufactured by the hundreds and widely exported. In China, it was built under license as the J-7. Eventually, it served scores of countries worldwide.

To my knowledge, Trumpeter's new MiG-21F-13 is the first up-to-date early version of this MiG in 1/48 scale. The kit parts are cleanly molded in light gray plastic. Prominent features include vinyl tires, engine details, and a satisfying selection of bombs, rocket pods, missiles, and drop tanks.

As is customary, I started the model construction with the cockpit. The details there are comprehensive, from the gunsight and instrument panel to the multipiece ejection seat. I will say that the ejection seat doesn't look correct for this particular MiG version. Some of the side-console detail doesn't agree with my references, either.

The fuselage has numerous panel insert parts. If you choose to close the speed brake (as I did), check the fit carefully. You may need to do some sanding and filing to get a fit that's flush with the fuselage.

Before closing up the fuselage, I was sure to add a few lead fishing weights to prevent the plane from being a "tail sitter."

The plastic of the canopy was flawless and clear, and I was very impressed with its fit to the fuselage.

The wings turned out to be an easy assembly. However, you do need to open slots for the wing fences, wing mounts, and sensors. The wheel-well detail includes oxygen containers, but there are no color callouts for this area of the aircraft. It appears that they should be blue, but check your references.

The wings have separate flaps, but as far as I know these did not drop down when the aircraft was on the ground.

Out of all the available wing ordnance provided by the kit, the most common weapons load would be the K-13/R-3S (NATO reporting name AA-2 "Atoll") heat-seeking missile; that's what I chose to install.

I painted my MiG with Tamiya spray-can colors. Markings are provided for six different schemes. The decals applied perfectly with a bit of decal solution to help them adhere.

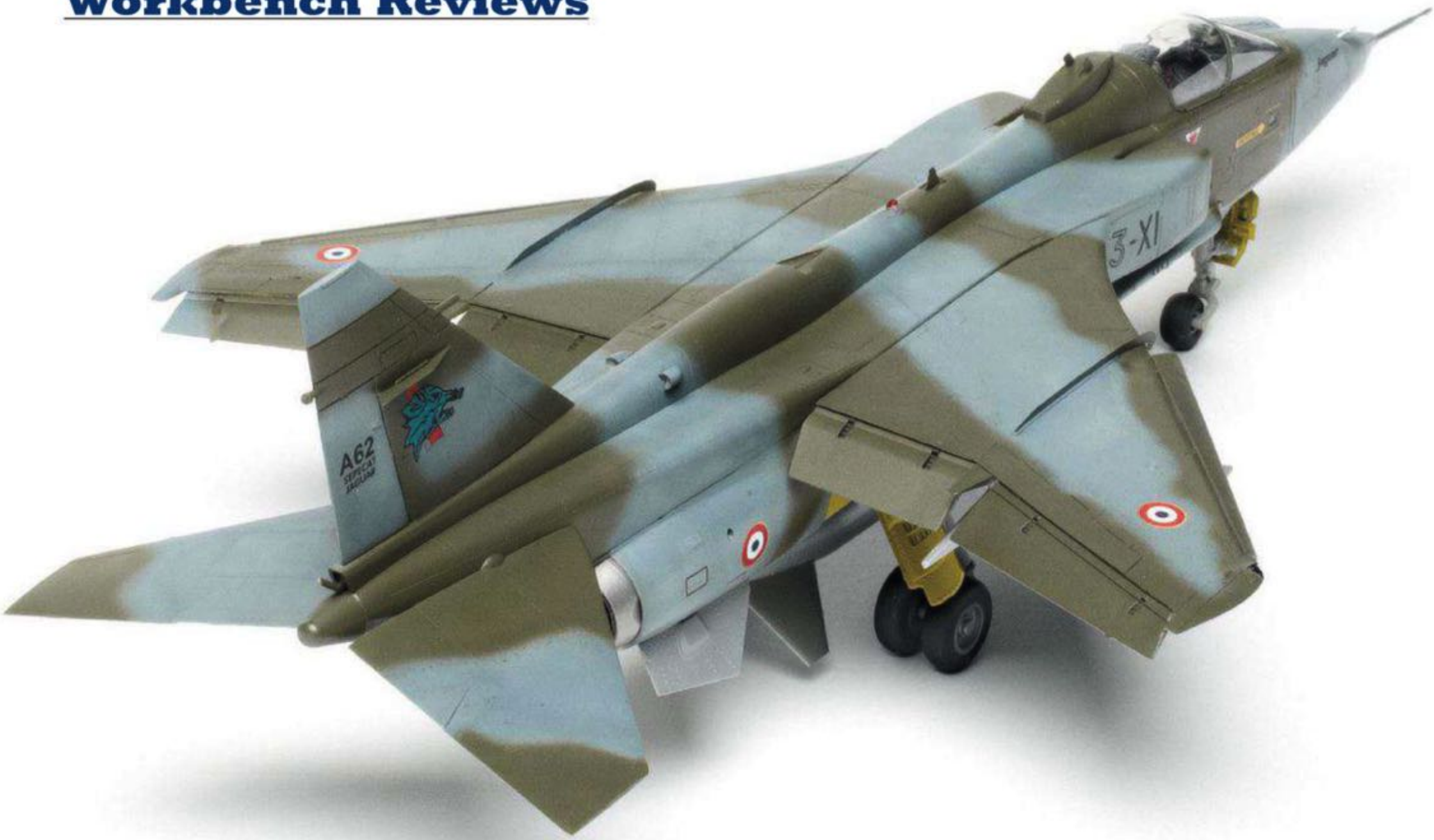
My primarily reference was *MiG-21*, by Jiří Bašný, Jiří Brázda, Michal Ovčáčík, and Karel Susa (4+ Publications, ISBN 978-80-900708-0-6). I also found uses for *Mikoyan-Gurevitch MiG-21 Fishbed* (1955-2010), by Gérard Paloque (Histoire & Collections, ISBN 978-2-35250-147-3).

The finished model looks good against the photos and drawings in my references, and it scales out right on the money. I completed my MiG in 17 hours, less time than usual for me, and I was very pleased with the outcome. Trumpeter's kit is a straightforward build that I can recommend to modelers at all skill levels. If your interest is in modern Soviet jets, be sure you don't pass up this kit.

–Jim Zeske

1/48
SCALE
MiG-21F-13 Fishbed

Kit: No. 82858 **Scale:** 1/48
Manufacturer: Trumpeter, www.trumpeter-china.com, from Stevens International, 856-435-1555, www.stevenshobby.com and from Squadron Products, 877-414-0434, www.squadron.com **Price:** $41.95
Comments: Injection-molded, 196 parts (6 photoetched metal, 2 vinyl), decals
Pros: First early version of the MiG-21 in this scale; well-molded; thin trailing edges
Cons: Ejection seat doesn't look right; no color callouts for the gear bay



Kitty Hawk SEPECAT Jaguar A

I have always liked the looks of the SEPECAT (*Société Européenne de Production de l'avion Ecole de Combat et d'Appui Tactique*) Jaguar. I was hoping a manufacturer would someday release a new tool of the Jaguar in 1/48 scale — and now Kitty Hawk Models has done just that, releasing the Jaguar A.

KITTY HAWK
1:48 SEPECAT
Jaguar A

Kit: No. KH80104 **Scale:** 1/48 **Manufacturer:** Kitty Hawk, from Pacific Coast, 707-538-4850, www.pacmodels.com **Price:** $59.95 **Comments:** Injection-molded, 338 parts (25 photoetched metal), decals **Pros:** Fine surface detail; beautiful clear parts; good photoetched metal; generous underwing stores **Cons:** Poor fit on fuselage underside; no intake ducting; fussy decals with poor instructions for them; a few missing parts; mistakes in instructions

The kit is packed into a deceptively small box. I thought there was no way a 1/48 scale Jaguar could come in such a small box. But Kitty Hawk proved me wrong; inside, there are 313 injection-molded pieces on nine sprues. There is also a small fret of photoetched metal with afterburner liners, seat belts, instrument panel and side consoles, and various small antennas.

THE KIT PROVIDES TWO COMPLETE ENGINES

Surface detail is fine, with consistently engraved panel lines, and the clear parts are crystal clear and quite thin. Kitty Hawk has included a few options in an impressive array of underwing stores, with various bombs, rockets, an ATLIS pod, and a single fuel tank. There is also a detailed electronics compartment that can be left open on the port side of the nose. Both cannons can be displayed and the canopy can be opened, too.

Before starting, I studied the 24-step instructions carefully. I deviated from them several times. After completing the cockpit, I joined the front and rear fuselage sections before gluing the halves together. I assembled the nose and main landing gear before installing them in their respective bays, according to the instructions, then installed the completed assemblies in the fuselage halves. There really is no way to install the nose gear after the fuselage is glued together, and I think if I had tried to install the main gear after the fact I would have run into problems.

The kit provides two complete engines which can be displayed if you choose. I decided to keep mine buttoned up.

With all the internal bays assembled and glued, it was time to glue the fuselage halves; they fit fine on the top, and a light sanding made the seam vanish. The bottom was a different story; there was some misalignment that required filling and sanding for an acceptable join.

The intakes comprise two pieces which need careful sanding and test-fitting; I still had to use filler to make them fit properly. I was disappointed that there was no ducting;

looking at the model from the front, you can see into the hollow fuselage.

The main wings have the flaps and leading edge slats down. These parts were very thin and scale-like, and they fit perfectly.

I chose the gray/green over natural-metal scheme. Instructions show only the top and port-side view; no bottom or starboard views. So it was off to the Internet to see if I could find any color profiles.

I used Tamiya acrylic colors straight from the bottle for the two colors, thinning them with Tamiya's yellow capped thinner. (I highly recommend it.) I masked off the bottom and painted the silver with Tamiya gloss aluminum spray-can paint decanted into my airbrush.

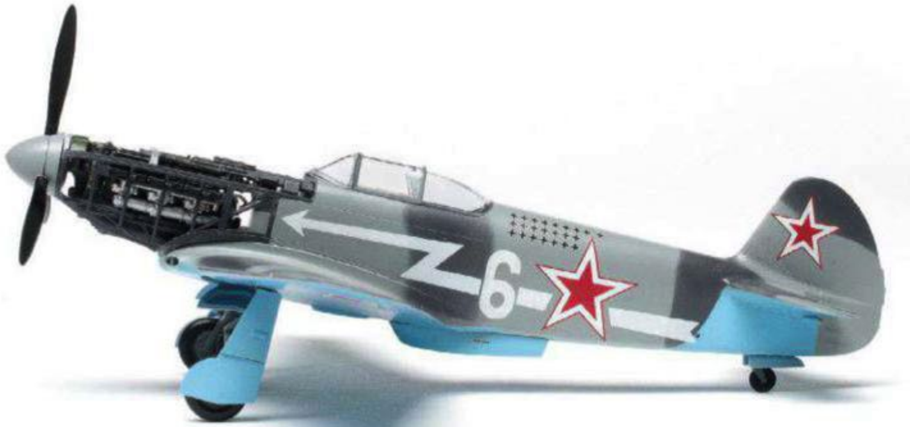
Tamiya clear gloss, straight from the spray can, prepared my "Jag" for decaling. The decals were fussy; very thin, they would not budge once on the surface. There were no instructions for the bottom or starboard-side decals. Once I got them situated, the decals did settle without applying solutions. After they had dried, I over-coated with Testors Model Master flat clear and had no silvering.

The front windscreen fit perfectly. I was going to display the rear canopy open, but I inadvertently trimmed off the mounting tab needed to hold the canopy up. Executing Plan B, I found the ejection seat kept the canopy from closing. I ended up using a motor tool to grind off the bottom of the seat and lower it in the cockpit tub.

There were some missing parts: The instructions show three pitot tubes right behind the radome (parts I61), but I could only find one. The kit seems over-engineered and complicated. I couldn't figure out how the nose-gear door attachment rods fitted, so I left them off.

The Jaguar does have some complex shapes, and Kitty Hawk has captured them perfectly. The two-piece fuselage and unused parts in the box hint at an English version — maybe even the two-seater. Now, where did I put that bottle of Desert Storm pink?

– Jon Hergenrother



Zvezda Yakovlev Yak-3

Smallest and nimblest of the World War II Yakovlev fighters, the Yak-3 entered frontline service in 1944. It was famously flown by the Normandie-Niemen Group, a French fighter squadron that fought alongside the Soviets on the Eastern Front. Favored by French and Soviet pilots, it was a successful dogfighter that overmatched Germany's Bf 109.

Zvezda's Yak-3 is the first all-new 1/48 scale kit of this aircraft in more than 15 years. The parts are cleanly molded in neutral gray plastic. The kit provides parts for the cowling to be closed or open with complete engine detail. Along with parts that the kit supplies to pose the plane in flight, a display stand and a seated pilot figure are included to help show your Yak in the air.

Following the instructions, I started the build with the wing assembly. The top and bottom wings are molded as one part, completing the wing assembly with just two main pieces! I liked the separate inserts for the wing-root intakes. It makes for a neat, clean look where the wings join the fuselage.

The cockpit side consoles are molded with the top wing. Adding the pilot's seat, instrument panel, control stick, and rudder pedals finishes out the rest of the cockpit details.

The fuselage parts went together easily. This assembly attached to the completed wing with a precise fit. There was no need for any filler at the wing roots — that's how good the fit was.

The kit includes separate parts to allow for positioning the canopy open or closed.

The landing gear legs and doors are multipiece assemblies faithful to the original design. Surprisingly, the small wheel-well covers (parts B3/4) don't have retraction arms included.

I chose the open cowling to display the engine; this is where a lot of my time was spent in construction. Study the instructions carefully, as the diagrams are somewhat unclear. Also, take care with the parts; many of them are scale-thin and fragile.

I painted my Yak with a combination of Tamiya spray-can and bottle colors. Decals are given for three aircraft. The sheet is beautifully printed with very little carrier film. Decals applied well with a little bit of solution.

My primary reference was *Yak-1/Yak-3*, by Robert Bock (AJ-Press, ISBN 978-83-86208-99-9). The completed model looks good against the photographs and plans.

I finished the kit in a quick 14 hours. If you use the closed cowling, it will go even more quickly for you.

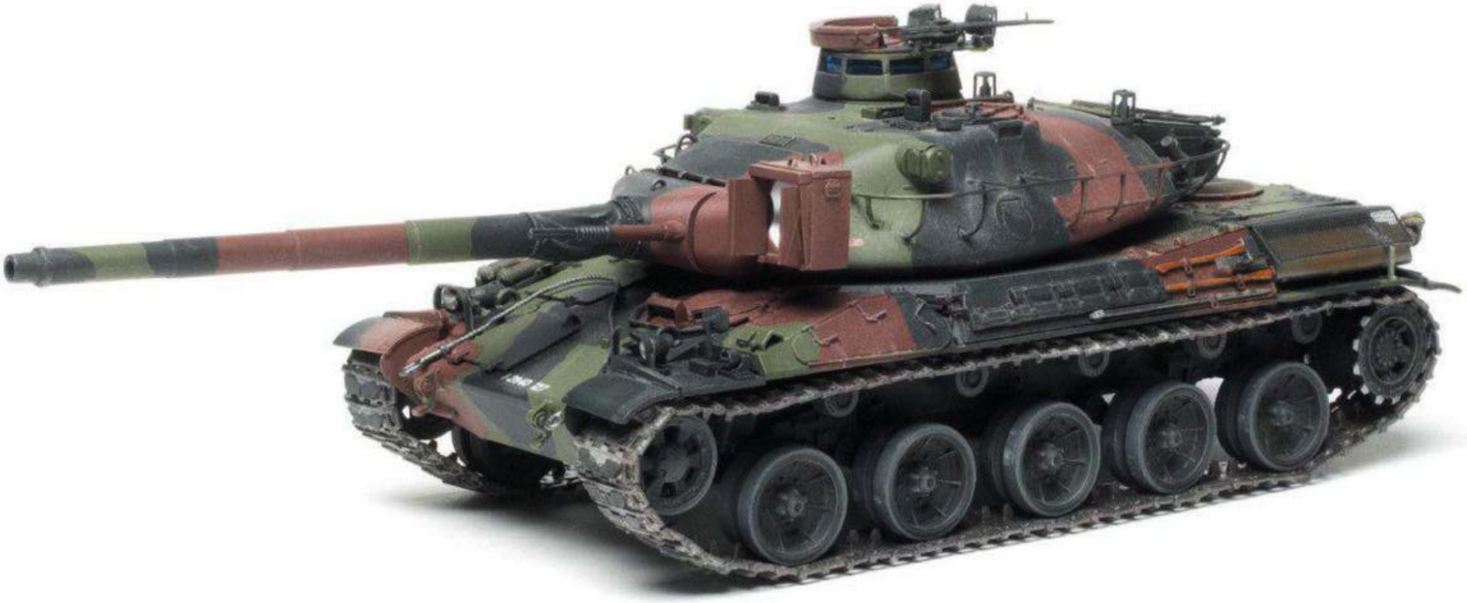
This kit can be handled by modelers of all skill levels. However, I would recommend the open cowling option only to more-experienced modelers, due to the complex engine assembly.

Overall, this is a great addition to the roster of available WWII Soviet 1/48 scale aircraft kits.

– Jim Zeske

SOVIET FIGHTER
YAK-3
4814
СОВЕТСКИЙ
ИСТРЕБИТЕЛЬ
ЯК-3
1/48

Kit: No. 4814 **Scale:** 1/48
Manufacturer: Zvezda, www.zvezda.org.ru, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $28.95 **Comments:** Injection-molded, 119 parts, decals
Pros: Optional open or closed cowling and canopy **Cons:** No retraction arms in the wheel well; instructions somewhat unclear



Meng AMX-30B

Glad to see a new mold of the AMX-30 and of post-World War II French armor! More than 3,500 of the tanks have been built since they went into production in the mid-1960s, and they remain in service today.

The kit contains well-formed parts, including clear parts and posable hatches, and there are markings for two vehicles.

Building the hull from the bottom up out of several parts presented no fit issues. The axles have enough strength to hold the weight of the model, and I had no trouble with the road wheels, which went together normally. The kit has optional suspension parts, so be careful to check your references. (You can find a few videos of this on YouTube.)

FRENCH MAIN BATTLE TANK
AMX-30B
MENG

Kit: No. TS-003 **Scale:** 1/35
Manufacturer: Meng, www.meng-model.com, from Stevens International, 856-435-1555, www.stevenshobby.com **Price:** $79.95
Comments: Injection-molded, 783 parts (one photoetched-metal fret), decals
Pros: Good moldings; posable hatches; breech detail **Cons:** Unreliable track pins

Assembling the tracks was a trial. The jig provided in the kit did not help the assembly; when it was loaded with the bottom half, the center would pop up and come apart. I had to glue them separately and more tightly, then snap them together. That is where a second problem came in: Intermittently, the tracks would come apart while I was handling them. I glued them together to prevent that.

Though it comprises several subassemblies, I found the upper hull easy to deal with. The kit supplies a form for bending the photoetched-metal muffler guards to shape. Mud flaps are optional. I didn't add the mufflers until after I had painted the top of the hull. Then I added the guards. Tools are provided with and without straps, but the instructions only show the ones with straps.

THE KIT SUPPLIES A FORM FOR BENDING THE … MUFFLER GUARDS TO SHAPE

The turret is in lateral halves, which leaves a seam that you will need to clean up after assembly. The gun mount, breech, and mantlet are subassemblies that build into one unit to be added to the turret front. Make sure to use acrylic paint on the rubber rain guard; enamel will eat it!

Mounting the turret baskets was a little tricky; the locating holes are not deep enough. I suggest drilling the holes deeper for a better fit.

The commander's cupola comprises subassemblies of the rotating hatch, anti-aircraft cannon, and machine-gun mount. The anti-aircraft mount is a little finicky with the gun and searchlight installed on it. The searchlight pieces E59 and E8 did not fit together well; I sanded both halves for a better fit. I painted the main searchlight with Alclad II chrome and masked off the clear part before applying the camouflage color.

Because I chose to mark my 30B as a NATO-camouflaged vehicle, I painted my model with Tamiya NATO green, brown, and black. The tracks are painted with a Tamiya metallic. The decals went on fine with no silvering on flat surfaces. Tamiya pastels and a thinned overspray of mud provided the weathering.

Aside from the annoying track assembly, the kit went together smoothly. It took me 38 hours to finish Meng's AMX-30B, with a good part of that time devoted to making the tracks work.

Not a bad kit, but because of the track issue I'd recommend it to advanced modelers.

– Tom Foti

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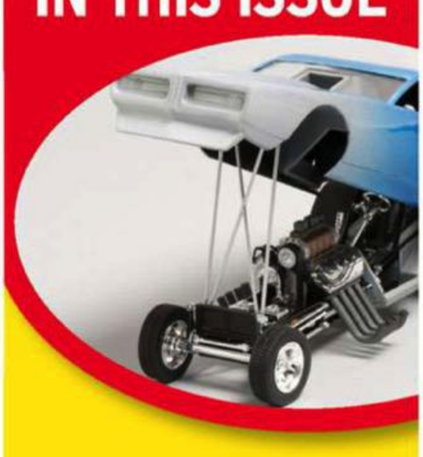

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COMING EVENTS

FL, ORLANDO: Modelpalooza 2013. IPMS Region 11 Show. Wyndham Orlando Resort, Citrus Grove Banquet Room, 8001 International Drive. Saturday, September 28 and Sunday, September 29. Free Hospitality Room Social on Saturday Night! Room Rates $89 Single or Double. Complete show/hotel info: www.ipmsorlando.com/modelpalooza.html. Contact: President@ipmsorlando.com 407-928-8898 or 407-754-8921.

IL, SCHAUMBURG: The Military Miniature Society of Illinois holds its 39th Annual Chicago Show at the Hyatt Regency, 1800 E. Golf Road. Saturday, October 12, 2013, 9:00am-4:00pm. For more information contact Show Chairmen John Van Der Meulen (JVanDerMeulen1@aol.com 847-918-8456) or Pat Vess (pat@livezey.net 630-730-2492) or website www.mmsichicago.com

MN, MINNEAPOLIS: Nordic-Con Model Show and Contest with vendor room, raffle and special interest awards. NEW LOCATION: Northern Star Council Boy Scouts of America Base Camp, 201 Bloomington Rd., Ft. Snelling, MN 55111. Saturday, September 21, 2013. 9:00am-4:00pm. Contact Bob Maderich @ 612-423-2985 or robertmaderich69@hotmail.com or Erik Zabel @ zabelerik@hotmail.com or our Website www.aerohistorians.org

NJ, FAIRFIELD: JerseyFest Model Kit & Statue Fair. Crowne Plaza Fairfield Hotel. September 13-15, 2013. ILM Star Wars Chief Model Maker & Original Stan Winston Studios Predator Creator presenting, figure & vehicle models, supplies, collectibles, classes, demos, contests, exhibits, top vendors & artists. Over 14,000 sq. ft. of show space. www.jerseyfestfair.com

NY, POUGHKEEPSIE: HVHMG 2013, Celebrating 27 years, Elks Club Lodge, Overocker Rd. October 19, 2013. Sponsored by IPMS Mid-Hudson. Registration 9:00am-noon. More information at: www.HVHMG.com or contact John Gallagher at: 845-462-4740 or ggallagherjoh@optonline.net

PA, CARLISLE: PENNCON 2013 Model Show and Contest. U.S. Army Heritage & Education Center, 950 Soldiers Dr. Saturday, September 21, 2013, 9:00am-5:00pm. Show theme: That's Entertainment. 'Make & Take' for kids 15 and under. For more info go to: http://www.cenpennipms.com/ or contact Chet Mohn, 717-774-4803 E-mail: Magus47@aol.com

TX, AUSTIN: IPMS/USA Region 6 2013 Convention. Presented by Austin Scale Modelers Society. Norris Conference Centers, 2525 West Anderson Lane. Saturday, October 5, 2013, 9:00am-5:30pm. Show Theme: "From Russia with Love". Model contest, vendor tables, door prizes, seminars and Make & Take for kids. Visit: www.austinsms.org or contact Eric Choy at 512-554-9595 or asmsnews@gmail.com

TX, GEORGETOWN: AMPS CENTEX Lone Star Armor and Figure Expo 2013. Presented by Austin Armor Builders Society. Georgetown Community Center, 445 E. Morrow St. Saturday, September 21, 2013, 9:00am-5:30pm. Show theme: "Battle of Kursk". Model contest, vendor tables and door prizes. Visit: www.austinarmorbuilders.com or contact Eric Choy at 512-554-9595 or aabsco@gmail.com

VA, ROANOKE: 2013 IPMS Region 2 Convention, sponsored by Roanoke Valley IPMS, Roanoke Civic Center. October 18-19, 2013, 9:00am-9:00pm. Over 85 model categories, including special "Nose Art" themes, over 22,000 sq. ft. for vendors, demos, speakers, Raffle, Make-N-Take, and more. Contact Tim Ward at 540-977-6205 or e-mail twardf86@aol.com or visit www.rvipms.com for more details.

CANADA, AJAX, ONTARIO: Ajax 33 Model Contest. J. Clarke Richardson Collegiate, 1355 Harwood Ave. N. Saturday, October 26, 2013 10:00am-4:00pm. Admission: $2.00, Model entry $2 to max $10 (no limit on models). Sponsored by IPMS Toronto, IPMS De Havilland & Peel Scale Modelers. Contact: Bernie Hengst: 705-878-1740 or berniehengst@xplornet.ca

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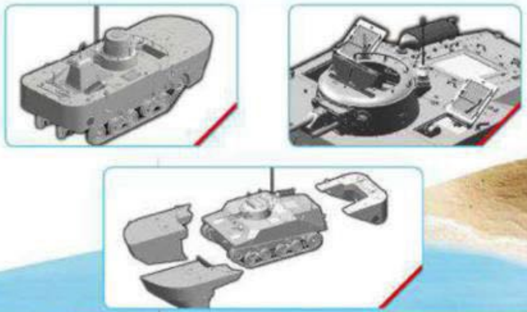

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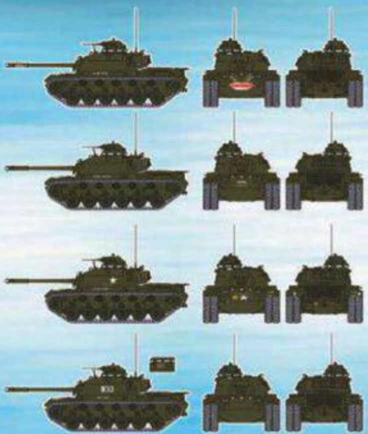

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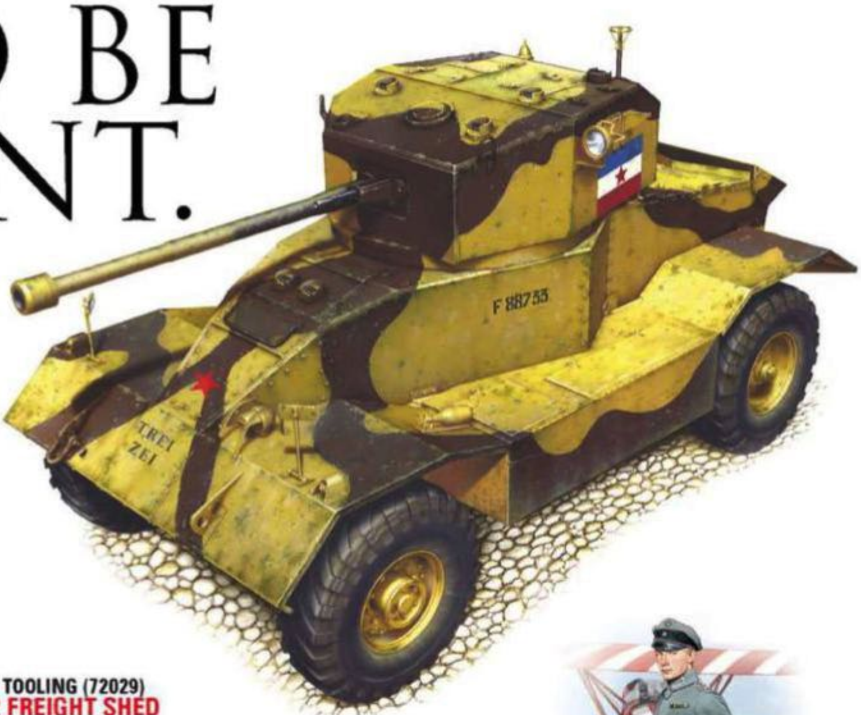

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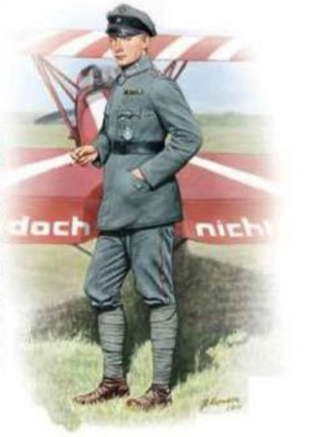

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